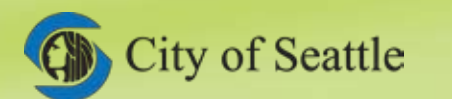


SOUTH LAKE UNION URBAN DESIGN FRAMEWORK WORKSHOP SUMMARY

October 28, 2009



WEBER THOMPSON



What is the Design Framework?

The SLU Design Framework **establishes a shared design vision and implementation strategy** for the future of South Lake Union. By bridging 15 years of community planning with specific implementation strategies, it helps realize the vision described in the Neighborhood Plan. In November 2008, the City proposed three alternative height and density alternatives for study in an EIS. While those alternatives provide a variety of scenarios for increased height and density, the Design Framework is essential in addressing how the physical development of the neighborhood will affect quality of life and the role that place-making and urban design play in creating a successful neighborhood.

The Design Framework, with the guidance of a range of community stakeholders, draws on past planning efforts and evaluation of new opportunities to identify the specific projects, actions, and design opportunities. This ensures new development, both public and private, strengthens the livability and sense of place in South Lake Union and advances the goals and strategies set out in the Neighborhood Plan.

What the Design Framework Is Not

The Design Framework is a fundamental tool to influence the physical development of South Lake Union. It advances Neighborhood Plan goals and strategies that can be influenced through the use and design of buildings, streets, and public spaces in South Lake Union. Goals identified in the Neighborhood Plan that are not related to physical design (e.g. affordable housing, human services) were discussed but required additional effort that is outside the scope of the Design Framework. In addition, while the Design Framework addresses how best to design buildings at varying heights, it does not propose specific height limits at various locations which is the subject of detailed analysis in the EIS. The Design Framework identifies strategies to ensure that taller buildings are well integrated into their surroundings and meet neighborhood plan goals through the use of view corridors, standards for tower spacing and footprints, etc.

Organizing Goals and Principals

The SLU Design Framework focuses on development of the neighborhood consistent with the goals identified in the 1998 and 2007 Neighborhood Plans. Key elements of those plans are:

- A pervasive human scale ambiance consistent with a vital, aesthetically pleasing, safe and energetic neighborhood which embraces a dynamic intermixing of opportunities for working, living and playing;
- Retention of a significant element of the area's commercial activities, including opportunities for business growth;
- A full spectrum of housing opportunities;
- Ecologically-sound development and lifestyles and promotion of ecologically-sound business practices consistent within the regulatory environment; ease of transportation for all modes within and through the area;
- A variety of open spaces serving the needs of the area and the city, with emphasis on Lake Union, and its continued preservation for a wide range of uses; and
- Sensitivity to the area's history and historical elements; and coordination with plans of adjacent neighborhood.

To achieve this vision, the Design Framework process is organized around advancing the following principles. These themes distill the key ideas that are found across the range of planning efforts over the last 15 years:

- Encourage innovative, equitable development that maximizes opportunities for diverse housing types and commercial uses, provides for comfortable street enclosure, sun access and public views, optimizes circulation and access, increases affordable housing opportunities, and promotes sustainable design.
- Create safe, attractive streets and public spaces as the setting for the neighborhood's public life, with a hierarchy of high-quality spaces including vibrant retail streets and plazas for gathering, "green streets" with gracious pedestrian connections, and gateways that improve connections to adjacent districts.
- Identify opportunities to improve access to community services over time through creative partnerships that could attract cultural organizations, service providers, and possibly a school to the neighborhood.





Project Team

DPD staff managed the project process and structure. Weber Thompson provided the lead for urban design services, and graphic production, while supporting the City’s workshop production and providing charrette facilitation services.

- | | |
|----------------------|--|
| Marshall Foster, DPD | Catherine Benotto AIA, ASLA, LEED AP, Weber Thompson |
| Jim Holmes, DPD | Dan Foltz AIA, LEED AP , Weber Thompson |
| | Brian Steinburg LEED AP, Weber Thompson |

Contributing Firms / Individuals

Additional contributions were made by a number of individuals, organizations, businesses, and architecture firms

- | | |
|--|---|
| Jeff Benesi and Bill LaPatra, Mithun | Mahlon Clements, Bumgardner Architects |
| Sharon Coleman and Phil Fujii, Vulcan Inc. | Lloyd Douglass, Cascade Neighborhood Council |
| Matt Edwards, Equity Office | John Pehrson, Lake Union Opportunities Alliance |
| Danielle Pierce, One Planet Communities | Matt Roewe, VIA Architecture |
| John Savo & David Yuan, NBBJ Architects | Ron Turner, Belltown Community Council |
| Jim Westcott, Weber Thompson | Peter David Greaves, Weber Thompson |
| Amanda Keating, Weber Thompson | Dan Albert, Weber Thompson |
| Myer Harrell, Weber Thompson | |

Working Group

The Working Group, comprised of a diverse group of community stakeholders, acted as a “client” or advisory panel for the Project Team to respond to, and receive direction from.

- | | |
|---------------------------------|---|
| Christina Bollo, SMR Architects | Jerry Dindorf, SLUFAN |
| Matt Edwards, Equity Office | Meike Kaan, Cornish College of the Arts |
| Kevin McCarthy, LUOA | Jason McKinney, SLU Chamber of Commerce |
| Steven Paget, SLUFAN | David O’Hara, LUOA |
| John Savo, SLUFAN | Tim Soerens, CNC |
| Scott Rusch, Fred Hutchinson | Lloyd Douglass, CNC |
| Sharon Coleman, Vulcan | John Pehrson, LUOA |
| | Anna Markee, Housing Development Consortium |

City Staff

A group of City staff supported the ongoing work, including DPD’s City Design and City Green Building teams, SDOT and Parks. DON, SCL, SPU and the Office of Housing.

- | | |
|-----------------------|----------------------------------|
| Peter Dobrovolny, DPD | Geoff Wentlandt, DPD |
| Steve Pearce, SDOT | Eric Tweit, SDOT |
| Darby Watson, SDOT | Jackie Smith, Seattle City Light |

Design Framework Process

Given the extensive public planning to date, the Project Team developed a process to utilize these past efforts without redoing them. It was equally important to incorporate new ideas, opportunities, or address challenges based on current context and planning (for instance, the bored tunnel option for the Alaskan Way Viaduct, or recent development affects past assumptions and presents new opportunities). A series of workshops were developed to explore these ideas in greater detail, and explore specifics as to incentives and implementation.

Initial Brainstorming Charrette

An initial charrette was held with the goal to identify big picture neighborhood issues and coalesce them into topics or groupings for further study. Six topics were identified for further study, and a workshop process was structured in such a way so that each workshop would build upon the next, working generally from broad topics to narrow, more focused topics.

Identified Workshops

The workshops began with larger scale or “macro” issues that affected the entire neighborhood. These were:

- Gateways, Hearts and Edges
- Street Character and Connections

Then we studied specific areas of the neighborhood in more detail. These workshops were:

- Residential Neighborhoods
- Lake Union Waterfront

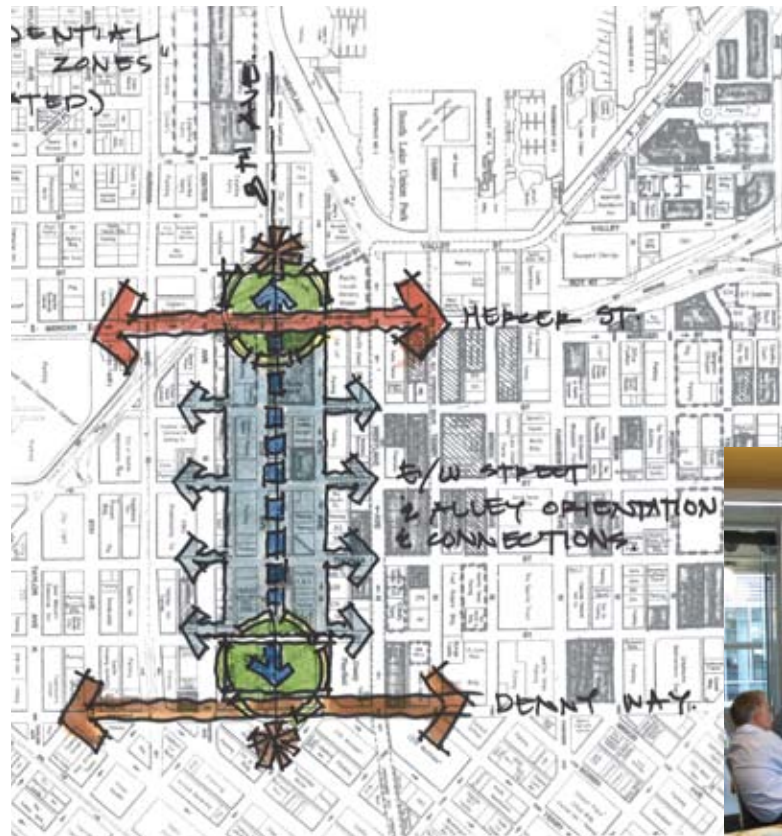
Next, we looked at a typical block scale. This workshop was called:

- Prototype Blocks

Lastly, a series of meetings with the stakeholders was held to identify:

- Implementation and Incentive Strategies





Workshop Structure:

Weber Thompson held five, half-day workshops in a traditional charette format at their office in the South Lake Union neighborhood, the 6th workshop was held as a series of meetings with the working group stakeholders. Each Workshop included members of the Project Team, additional City of Seattle staff with expertise in the area of study, community stakeholders and volunteers. Each workshop benefitted from an active and diverse group of citizens, architects and developers with knowledge of the neighborhood, development process, and urban design issues.

In general each workshop recapped the last charette, and/or presented new base information for the days events. In some cases we would have presentations by experts, or professionals about ongoing planning efforts relevant to the day's topic of discussion. This period was used as both an educational briefing, and a healthy period of question and answer style discussion.

In all but the prototype block workshop we split into 2-3 smaller design charette groups, carefully constructed to ensure a diverse mix of architects, developers and community interests. These groups typically worked for 2-1/2 hours before making a final presentation to the larger group.

The final presentation allowed an opportunity to identify common themes, concerns or opportunities and record them for final documentation and presentation to the Working Group.

Working Group Process:

At appropriate intervals, approximately every two workshops, the results were presented to the "Working Group" of community stakeholders who scrutinized the assumptions, provided constructive criticism, and gave direction about how to best condense and consolidate the multitude of ideas into a single workshop summary of ideas and common themes.

This workshop summary will be used to develop a series of implementation strategies and incentives that will be incorporated into the EIS, zoning and other regulatory mechanisms that will ensure their proper execution. The summary will also inform priorities for future capital investment.

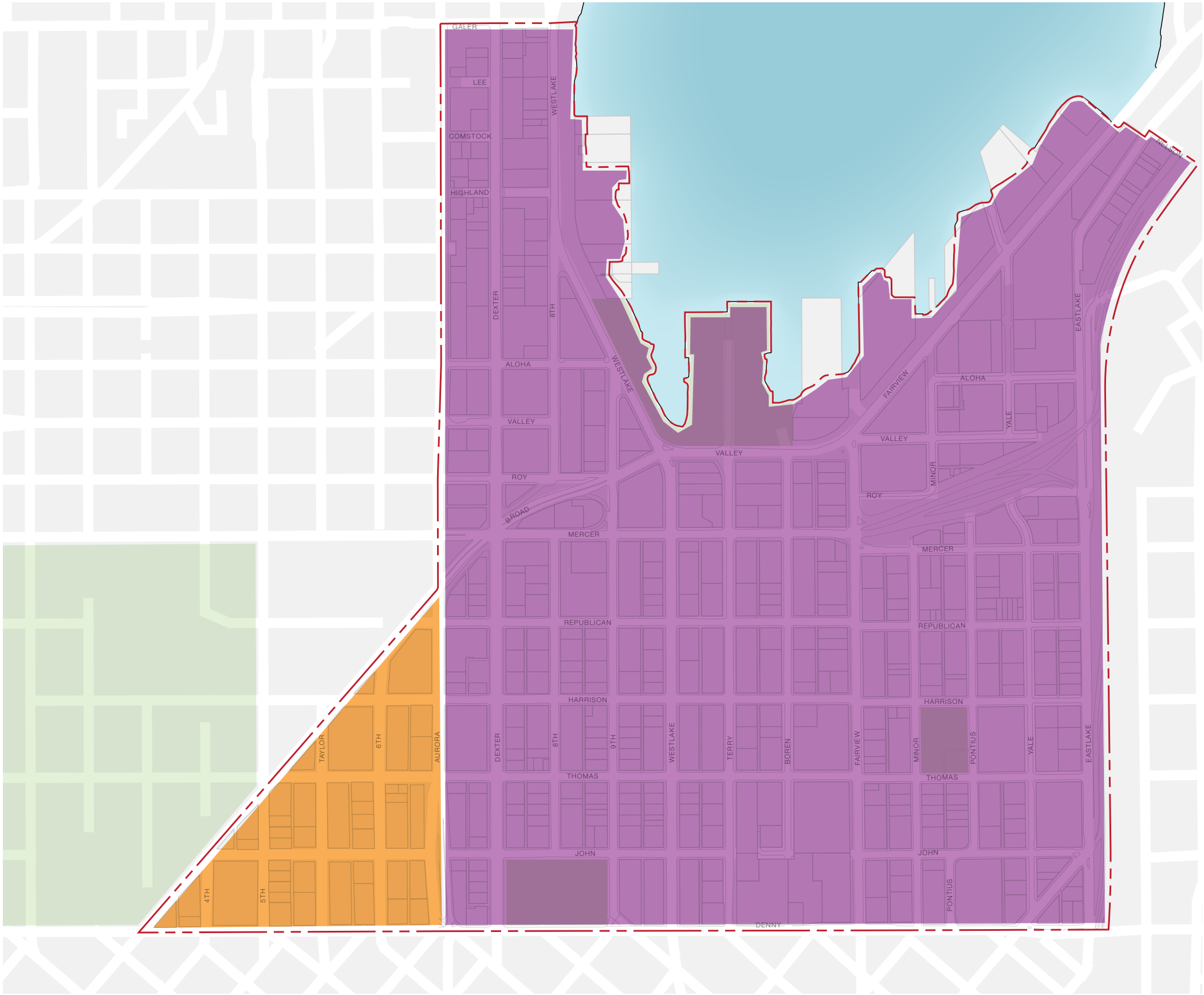
Final Outcomes and Implementation

The City will produce a summary document that represents the design strategies and implementation actions arrived at through the planning process. The Design Framework will include a robust "Implementation Matrix" that will describe the specific role and responsibilities of public agencies, community organizations, property owners and others in implementing the Design Framework's recommendations.

These strategies and actions will provide the basis for zoning changes, amendments to the South Lake Union Design Guidelines, and other implementation actions necessary to ensure the neighborhood develops consistent with the goals of the Neighborhood Plan. A variety of tools will be used to implement recommendations.

- Incentive zoning.** The height and density scenarios being studied in the EIS will likely result in an incentive-zoning proposal for South Lake Union. Through an incentive zoning proposal developers are allowed to build taller buildings in exchange for providing specific public improvements and mitigations. Although the UDF is not addressing height limits per se, it will identify what type of improvements, such as on-site open space or streetscape enhancements, should be linked to increases in development capacity.
- Development Standards.** Development standards are part of the existing zoning code and establish specific requirements that proposed projects must comply with. Examples of development standards include requirements for building setbacks, location of parking, Floor Area Ratio limits, etc. Where appropriate, the Design Framework will recommend development standards to be incorporated into the future zoning for South Lake Union.
- Design Guidelines.** Some Design Framework recommendations may be more appropriate as guidance to projects pursuing Departures as part of the Design Review process. Such recommendations may be implemented through amendments to the SLU Neighborhood Design Guidelines.
- EIS Mitigation.** The City will complete an Environmental Impact Statement (EIS) on several alternatives for increases in height and density in the South Lake Union Neighborhood. The Design Framework will inform mitigation measures (development standards, design guidelines, transportation and utility improvements) analyzed in the EIS. In addition, the Design Framework may inform development of mitigation for project level environmental review.
- Reuse of Public Property.** City-owned land in the neighborhood offers an opportunity to advance neighborhood plan goals through public/private partnerships to provide key neighborhood amenities. Consistent with Neighborhood Plan goals and strategies, the Design Framework will identify specific strategies to leverage neighborhood amenities from the sale or redevelopment of city-owned land.
- Right-of-Way Design and Management.** The Design Framework will evaluate how streets function and are designed to address Neighborhood Plan goals and strategies related to neighborhood character, transportation function, and providing open space connections.





KEY ISSUES AND CONCEPTS

Definition of Project Boundary

At the initial charette held in May, the stakeholder working group concluded that the Uptown Triangle should be considered part of the study area in the South Lake Union Urban Design Framework process. This is especially relevant with the Alaskan Way Viaduct Tunnel project’s north portal location, which proposes three new at-grade crossings at John, Thomas, and Harrison, essentially “stitching” together SLU and the Uptown Triangle. The Project team subsequently added the Uptown Triangle to the study area. Since the stakeholder working group is comprised primarily of South Lake Union interests, analysis of the Triangle considered street and public space improvement opportunities, but not zoning and built form issues. More work will be done to build a partnership with the Queen Anne Community Council and the Uptown Alliance to refine these proposals as the Design Framework proceeds, assuring it is aligned with neighborhood planning efforts there.

LEGEND

Study Area Boundary

South Lake Union Neighborhood

Uptown Triangle

SLU Development Opportunities

In order to plan for the future, it is important to understand in what context future development opportunities exist.

While at first glance the South Lake Union neighborhood looks like a blank canvas for future development, many areas are significantly developed (Westlake and Terry corridor), or have significant development proposals in the permitting pipeline (Cascade neighborhood). This will restrict the available land for future development, and affects the way the neighborhood should be planned.

The major development opportunities and restrictions are below.

Projects Under Construction

The most significant projects under construction are the office buildings along Terry Avenue, but a few other projects are scattered throughout the neighborhood.

Recently Constructed Projects

Recently developed projects are those that have been built in the last 10-15 years. The Westlake corridor has largely been developed as a commercial core to the neighborhood with some notable residential projects mixed in near Denny. Other significant areas of recent development have been the Cascade neighborhood, Fred Hutch, and the UW campus.

Significantly Planned Projects

Significantly planned projects are those that have made a major investment in design and permitting. The Westlake corridor, Dexter/Westlake area north of Valley, and Cascade neighborhood has the most projects under consideration by the City. These projects may progress under current zoning, or be amended to future zoning.

Development Opportunity

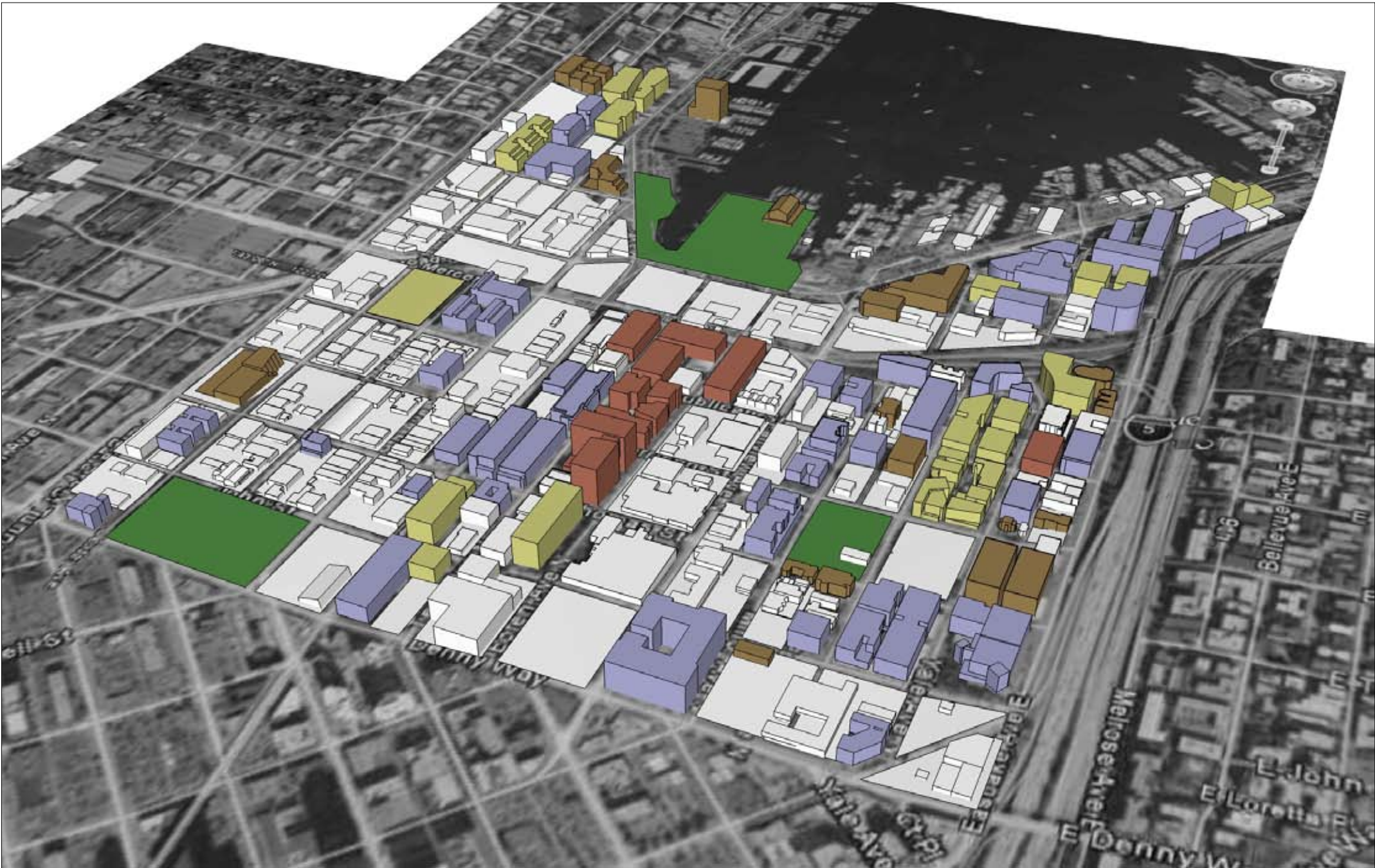
The primary contiguous development opportunity in SLU is the area bounded by Dexter, Westlake, Aloha and Denny. Once the tunnel is built, and John, Thomas and Harrison reconnect SLU to the largely undeveloped Uptown Triangle, then this will expand the contiguous area.

The four Mercer blocks south of Lake Union Park are an example where a single owner can implement innovative campus, or co-generation energy solutions.

The Fairview corridor is largely undeveloped, or underutilized.

Older Buildings Unlikely for Near-Term Redevelopment

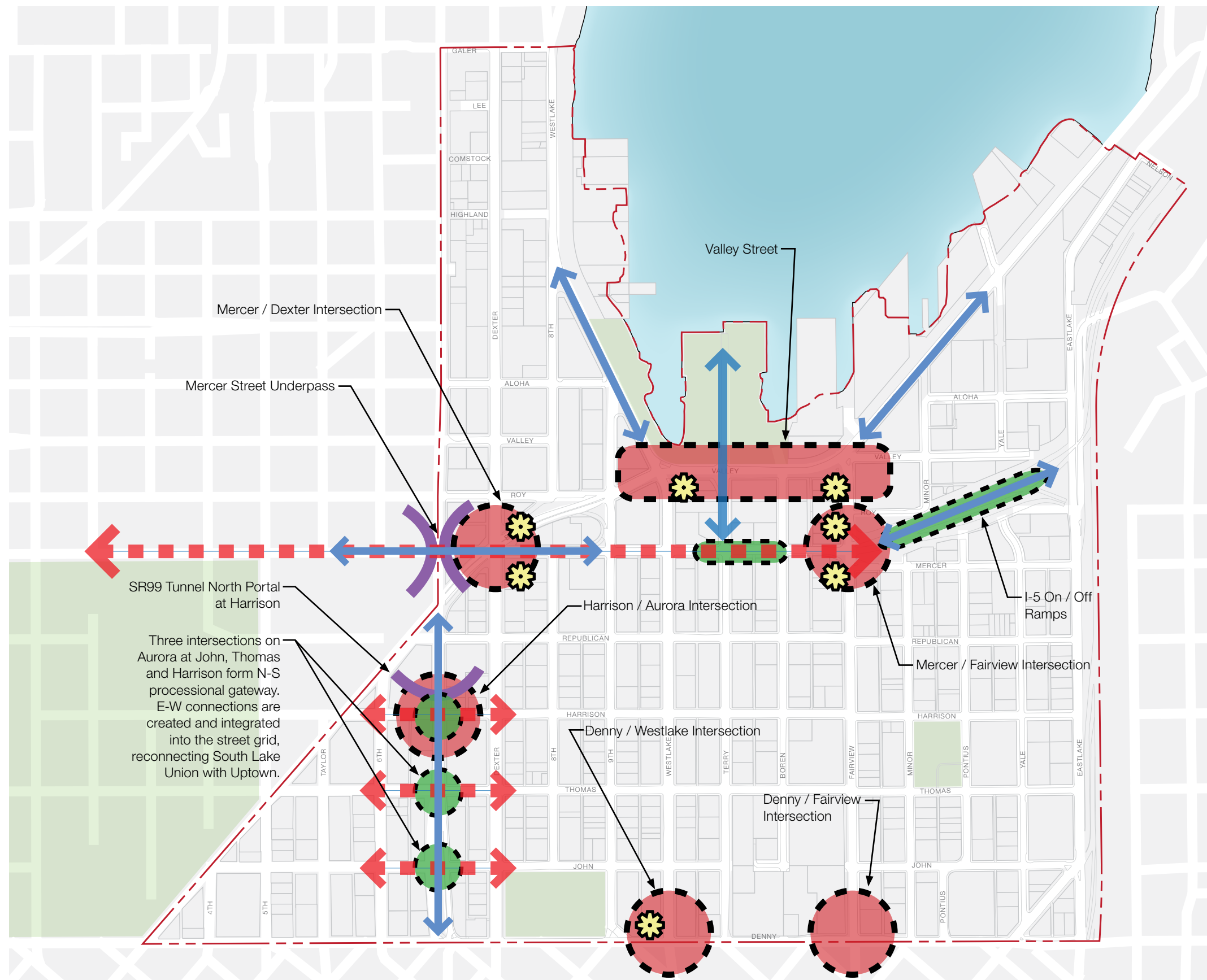
These are simply buildings unlikely to be developed in the next 10-15 years because they are historic, still useful (Pemco, the lakeside hotels), or unique and specific in use and purpose (like the King-5 building and Seattle Times) and expensive to relocate.



VIEW FROM SOUTHEAST

LEGEND

<div></div>	Projects Under Construction
<div></div>	Recently Constructed Projects (0 –10 years)
<div></div>	Significantly Planned Projects
<div></div>	Development Opportunity
<div></div>	Older Buildings Unlikely for Near-Term Redevelopment



KEY ISSUES AND CONCEPTS

What are Gateways?

According to the SLU Design Guidelines: "Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site's characteristics such as topography, views or surrounding building patterns."

The guidelines suggest: "Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place."

Some gateways are static intersections which through their hierarchy in the street grid, intensity of use or location have assumed the role. Some gateways are more experiential, an unveiling of events or happenings that announce arrival or departure, these we have called "Processional Gateways". Others are or should be reinforced by gestures derived from the built environment. The SR-99 North portal, the underpass at Mercer and SR-99, or architecturally significant corners where future buildings will help define one's arrival or departure from the neighborhood or city.

Identified Gateways

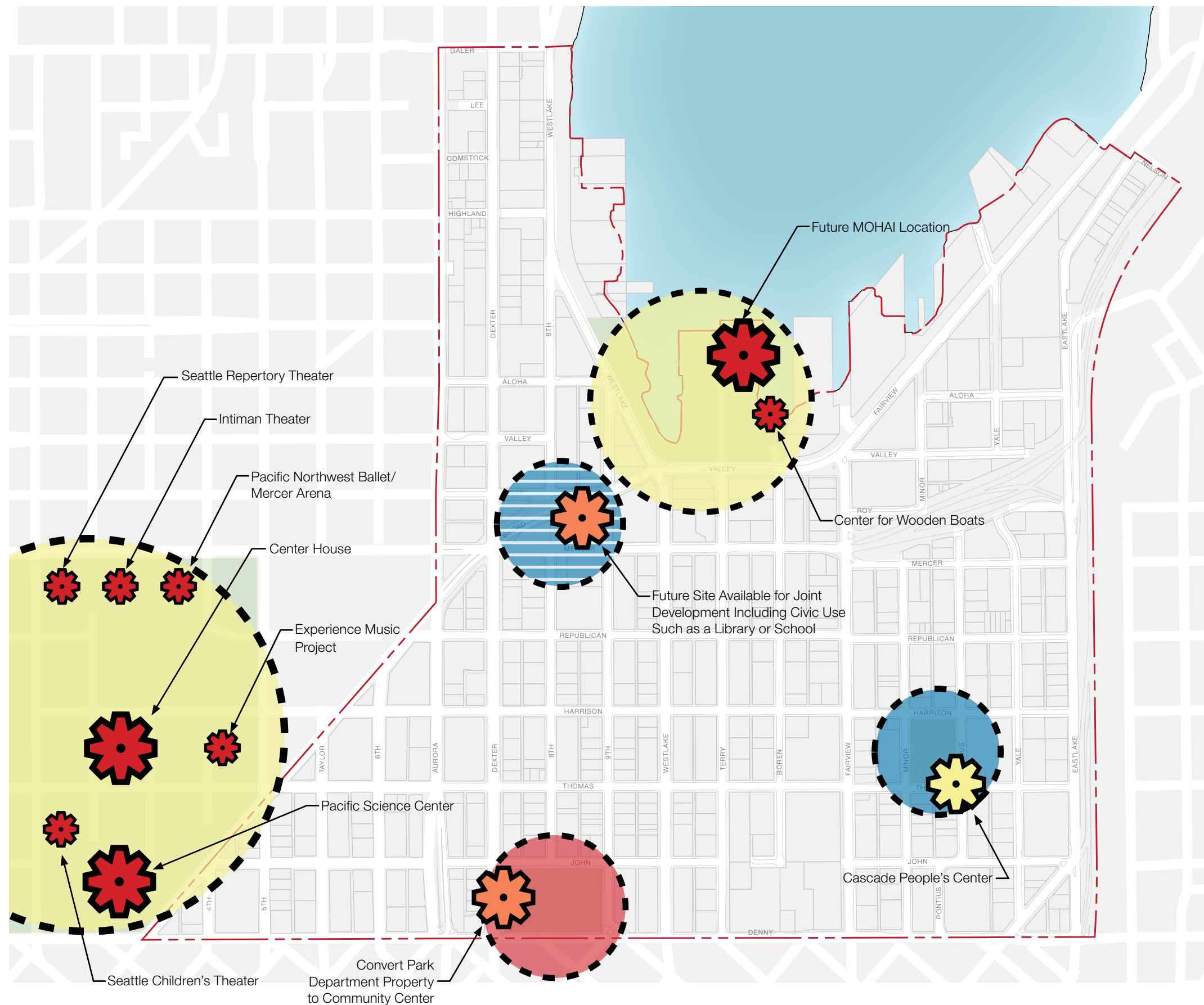
In Workshop #1, the following were identified as Gateways to the community...

- Valley Street acts as a filter into the neighborhood (Redefined Gateways at Fairview / Valley and 9th and Westlake in SLU Design Guidelines)
 - Trolley along Eastlake (Westlake future?)
 - Pedestrians
 - Cars
 - To some degree recreational activities as well, bikes and kayaks.
- Valley / Terry acts as the gateway to Lake Union Park. (New Gateway)
- The I-5 ramps and the Mercer / Fairview intersection are a gateway to and from the neighborhood / city (Identified as Gateway in SLU Design Guidelines)
- The intersection of Dexter and Mercer is a gateway to / from Uptown / SLU neighborhoods. (Identified as Gateway in SLU Design Guidelines)
- Harrison St. at the new Aurora surface street is the gateway into and out of SLU on SR-99 (New Gateway)
- Westlake and Denny (Identified as Gateway in SLU Design Guidelines)
- Fairview and Denny (Identified as Gateway in SLU Design Guidelines)

LEGEND

- Provide Continuity of Street Design and Experience
- Direction of Gateway Experience
- Architecturally Significant Infrastructure
- Processional Gateways, Art, Landscape or Series of Significant Intersections
- Gateways
- Arch. Significant Feature





KEY ISSUES AND CONCEPTS

What are Heart Locations?

According to the SLU Design Guidelines: "Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture."

Identified Community Hearts

- Cascade Playground (identified as heart in the SLU Design Guidelines)
- Lake Union Park / 3 blocks fronting Valley Street south of the park. (the park is identified as heart in the SLU Design Guidelines, the adjacent blocks were added)
- The "Teardrop" site (This site, bounded by Mercer, 9th, Dexter and Roy, was labeled as an opportunity heart location).
- Denny Park (identified as heart in the SLU Design Guidelines)

Some streets were also identified as hearts. In subsequent conversations the notion of linear hearts was challenged by the very definition given in the Design guidelines. Some felt, not everything can be a heart, and too many hearts may dilute the very meaning. Others noted, however, that retail streets were an important part of creating active "hearts" and should be considered as part of the discussion. Portions of streets can define, or help reinforce a heart location, but entire streets may not be hearts. It was decided that street character would be studied in Workshop #3, with special attention to the particular streets and uses along them that help define heart locations.

Identified Linear Hearts

- Westlake Avenue (identified as heart street in the SLU Design Guidelines)
- Fairview Avenue (identified as heart street in the SLU Design Guidelines)
- Terry Avenue (identified as heart street in the SLU Design Guidelines)
- 8th Avenue (new heart street)
- Valley Street from Westlake to Fairview (this is recognized in the design guidelines and the SM zoning)

Note: Harrison Street was not identified as a heart street in Workshop #1 even though it appears as one in the Design Guidelines. Due to the new Aurora tunnel lid, reconnecting Uptown and SLU, as well as future planning and investments that will connect W. Thomas Street with Myrtle Edwards Park, Thomas is emerging as the logical choice for emphasis. Whether or not it is a "heart" is undetermined.

LEGEND

- Potential Neighborhood Heart
- Neighborhood Heart
- Local / Citywide Heart
- National / Regional Heart
- Cultural Anchor Facility
- Civic Anchor Facility
- Neighborhood Anchor Facility

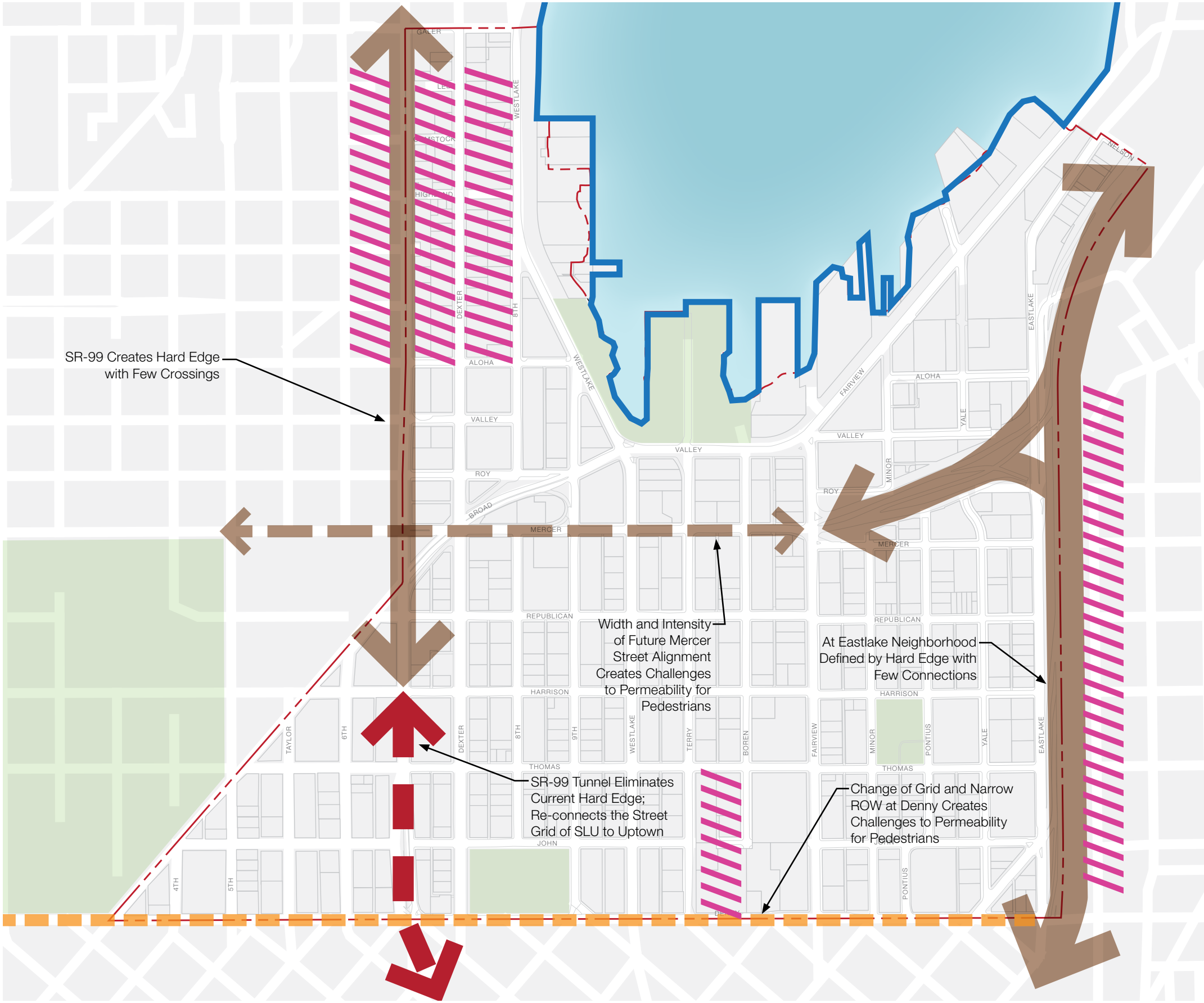


What are Edges?

South Lake Union is defined by clear edges and distinctive topographical changes on all sides, both natural and man-made. While these are not addressed specifically in the South Lake Union Design Guidelines, they are important to understanding the area’s unique physical setting.

Identified Edges

- I-5 (hard edge with limited permeability)
- I-5 on/off ramps (hard edge with limited permeability)
- SR-99 currently from Denny extending north, but with the Bored Tunnel option for the viaduct replacement the tunnel will daylight at Harrison allowing E-W connections at John, Thomas, Harrison and E-W improvements at Mercer. Therefore north of Harrison is assumed to be an edge. (hard edge with limited permeability)
- Denny Street (change of grid orientation creates challenged permeability for pedestrians, bikes and vehicles)
- Lake Union
- Topographic Edges
 - Queen Anne – Lake Union
 - SLU – Capital Hill
 - John Street between Boren and Terry



LEGEND

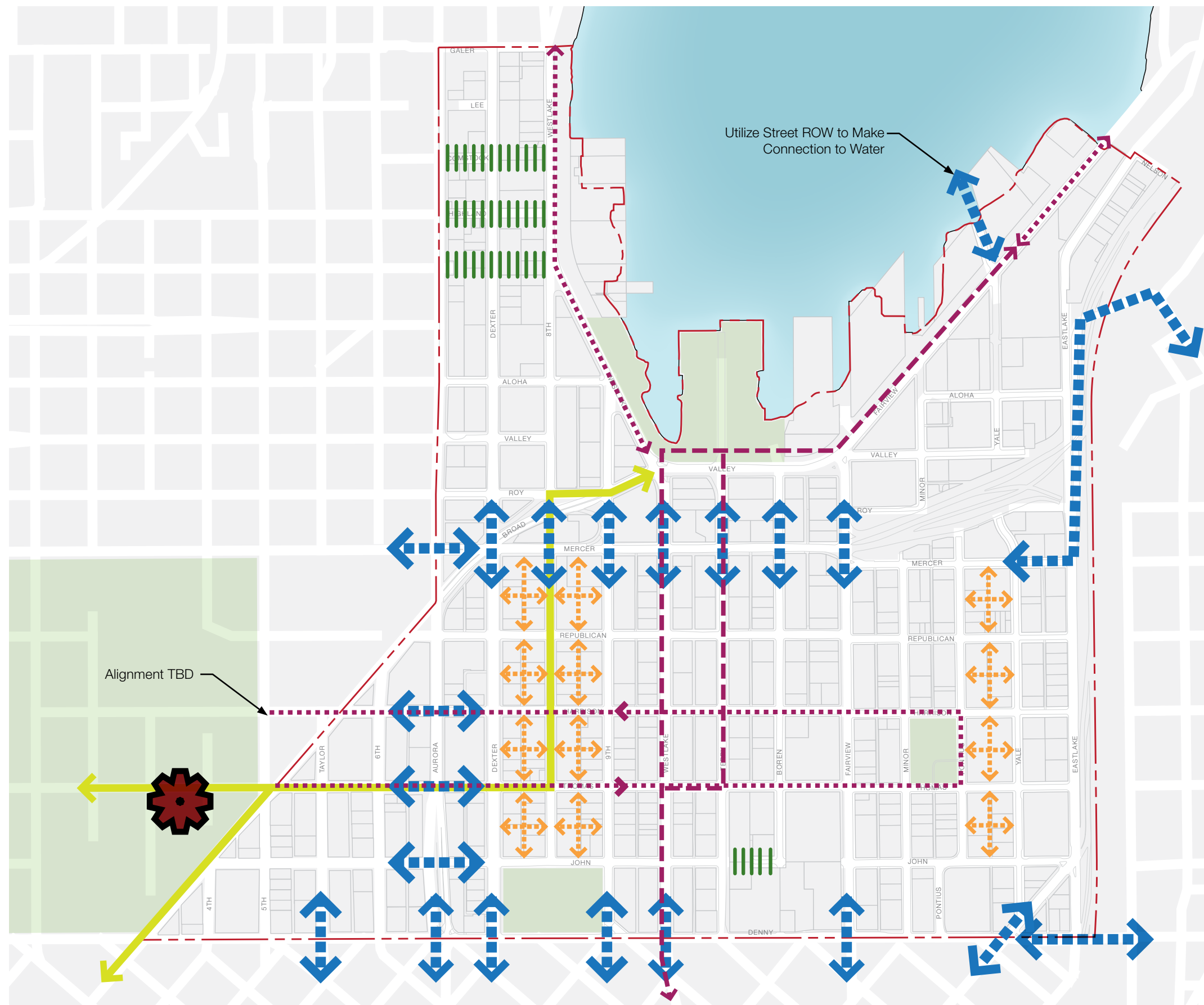
Challenging Topography

SR-99 Tunnel Location

Water's Edge

Infrastructure Barrier

Shift in Grids



KEY ISSUES AND CONCEPTS

Improved Pedestrian Connections

Denny poses a major obstacle to entering the neighborhood. The grid shift, topography, and nature of the intensity of the street make it a hard street to cross. Specifically the grid shift disconnects and misaligns streets to the north and south of Denny, limiting the number of connection points. Further limiting connectivity is the number of controlled intersections allowing pedestrian crossing. For that reason, crossings should be carefully designed and celebrated where they connect.

The Mercer Street project will double the roadway width, and traffic lanes. For this reason, careful attention to the pedestrian crossing should be paid. Each N-S street should provide a pedestrian crossing from both sides of the crossing street. Major Pedestrian streets like Mercer, Dexter, and Terry should be carefully designed. Fairview is the most difficult design challenge, and also a critical street to maintain N-S pedestrian comfort on.

Improved pedestrian connections to Capital Hill can be made on the Denny and Lakeview overpasses.

New E-W connections will occur at John, Thomas, and Harrison when the tunnel project reconnects SLU with the Uptown Triangle.

Lake To Bay Trail

Two potential routes for the Lake to Bay trail were proposed. Both connect Lake Union Park to the Central waterfront via Roy / 8th and Thomas. Option 1 continues west through Seattle Center to the proposed Thomas St. Overpass to Myrtle Edwards Park. Option 2 splits down Broad directly to the waterfront via the Sculpture park. Additional alignments have been proposed by the Queen Anne Community.

Mid-Block Connectors

Taking a cue from Portland's Pearl District, and the Alley 24 project (as well as several proposed projects in SLU, cross-block connectors are a way to introduce pedestrian only or woonerf style pathways in a series of connecting open spaces. The areas shown are the most likely for a "network" of these pathways, but they should be encouraged wherever applicable.

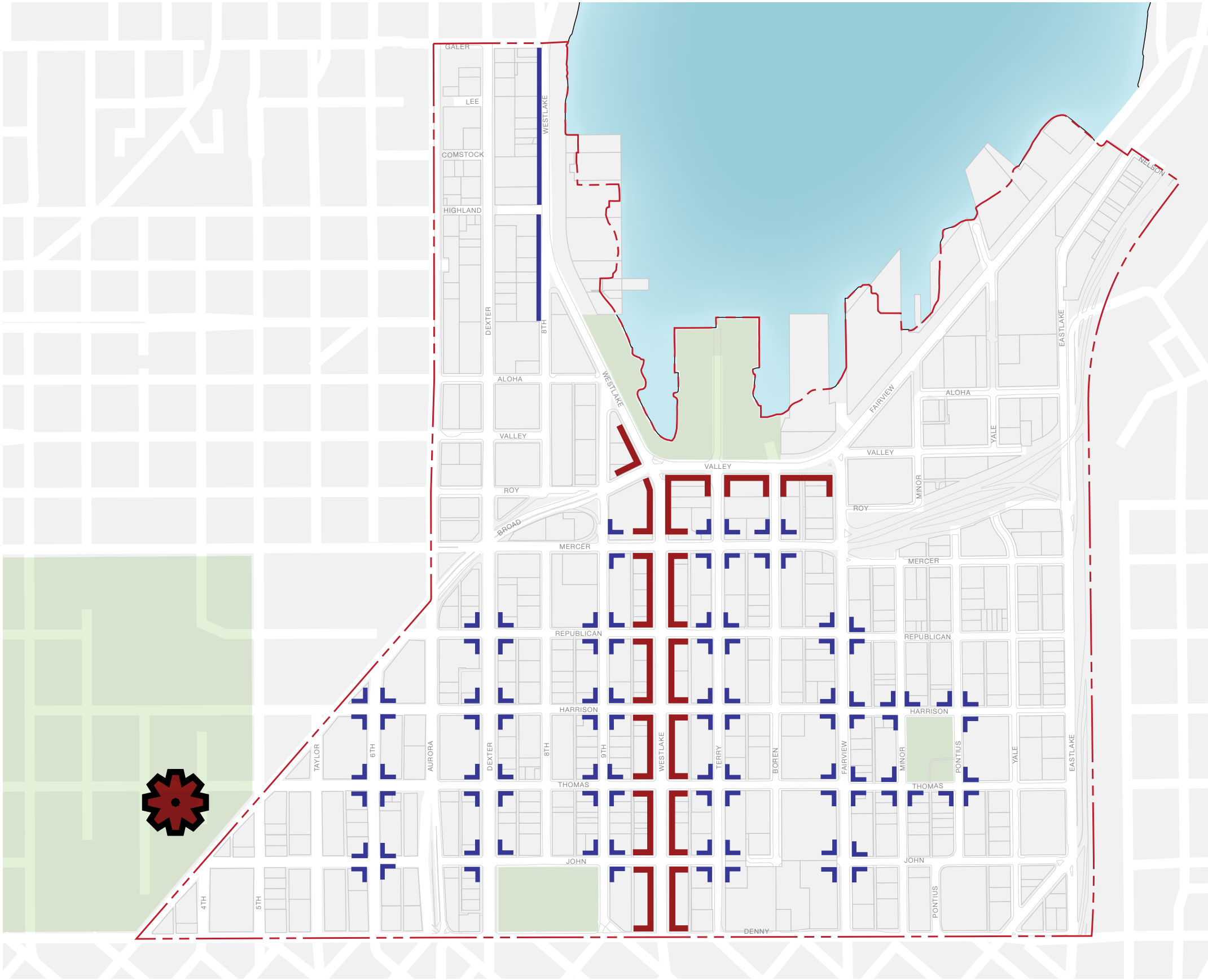
Improved Transit Connections

E-W transit connections are lacking in the SLU neighborhood, we have shown a possible route for an extension of the Center City Streetcar line. Connections to proposed N-S BRT stations at Aurora and Harrison are desired. Proposed extensions of the Streetcar north to Fremont and UW are also supported.

LEGEND

- Improved Pedestrian Connection
- Mid-Block Connector
- Lake-to-Bay Trail
- Future / Proposed Street Car Line
- Existing Street Car Line
- Vertical Garden / Hill Climb
- Space Needle





KEY ISSUES AND CONCEPTS

Major Retail Core

These areas should mandate a continuous active façade along the street front with an emphasis on mixing retail and main building entrances / lobbies.

The Westlake corridor is and should continue to serve as a major retail core.

Valley Street is also a very likely place for active retail spaces that interact with the park and lake visitors. Valley Street retail should maximize transparency and operability to promote the interaction of inside with outside. The use of operable window wall systems, or garage door type walls should be encouraged.

The typical retail establishment for these spaces may be larger neighborhood service (drug store, bank), restaurant, cafes, coffee shops, specialty retail, destination retail, etc. Larger, flexible (sub-dividable) retail spaces may be more appropriate in these locations.

Major retail caters to both the visitor (tourist / destination shopper), employer / employee, as well as the resident in the neighborhood.

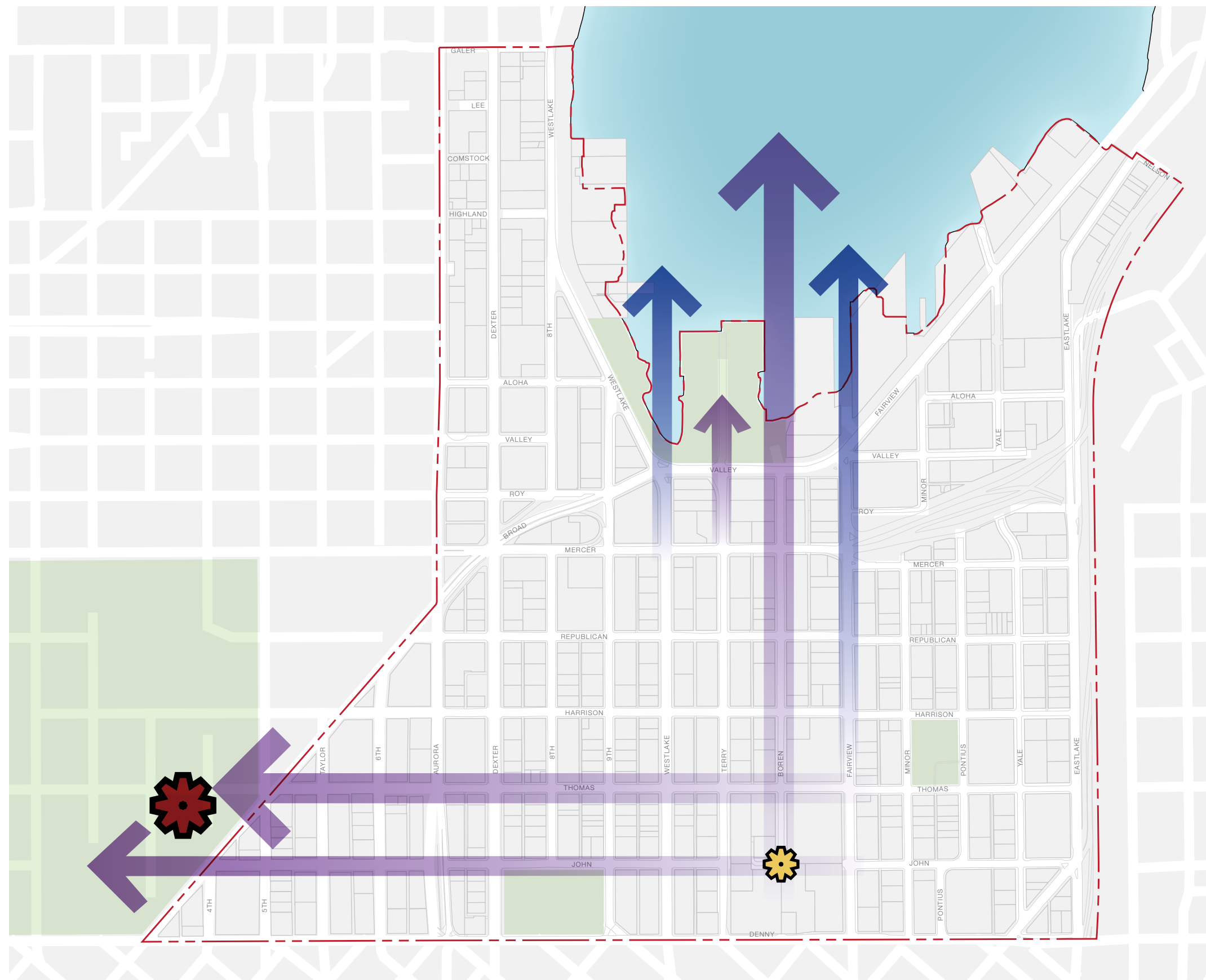
Minor / Neighborhood Retail / Service

Minor retail may be any of the above uses and serve the same demographic, but more likely will be the corner grocery, drycleaner, or other neighborhood retail establishment serving primarily the local, residential and workforce population.

Because the locations shown for retail focus may exceed near term demand, other uses /partnerships may be proposed for these spaces with the idea that long term flexibility will allow for retail to grow with demand. These partnerships may be with arts organizations, low rent artist studios, small office spaces, day care or small private schools, a public school incubator, etc.

LEGEND

- Major Retail Street — Required
- Minor / Neighborhood Retail / Service — Incentized
- Space Needle



KEY ISSUES AND CONCEPTS

SLU Views

While private views are not protected, public views down certain corridors warrant some level of protection or mitigation.

Key SEPA View Corridors

Identified view corridors in the SEPA process:

- Westlake Avenue = lake is most visible from the northernmost blocks.
- Fairview Avenue = long views to lake from middle of street, but mature tree canopy obstruct sidewalk pedestrian views

Potential View Corridors

These are additional view corridors that have been identified as important from members of the community and may need to be incorporated into zoning or design guidelines. The size of the arrow relates to the size of the opportunity or clarity of the view.

Further study on view potential should be studied by the city along these corridors:

- Boren Avenue = topography allows great views from John to Valley, current and future development will reduce the views.
- Thomas Street = views of the Space Needle currently possible with the low lying development patterns that exist in the neighborhood.
- John Street = topography may allow for long views to Seattle Center, and possibly the Space Needle.

LEGEND

-  SEPA Views
-  Potential View Corridors
-  Space Needle
-  Potential Boren Overlook












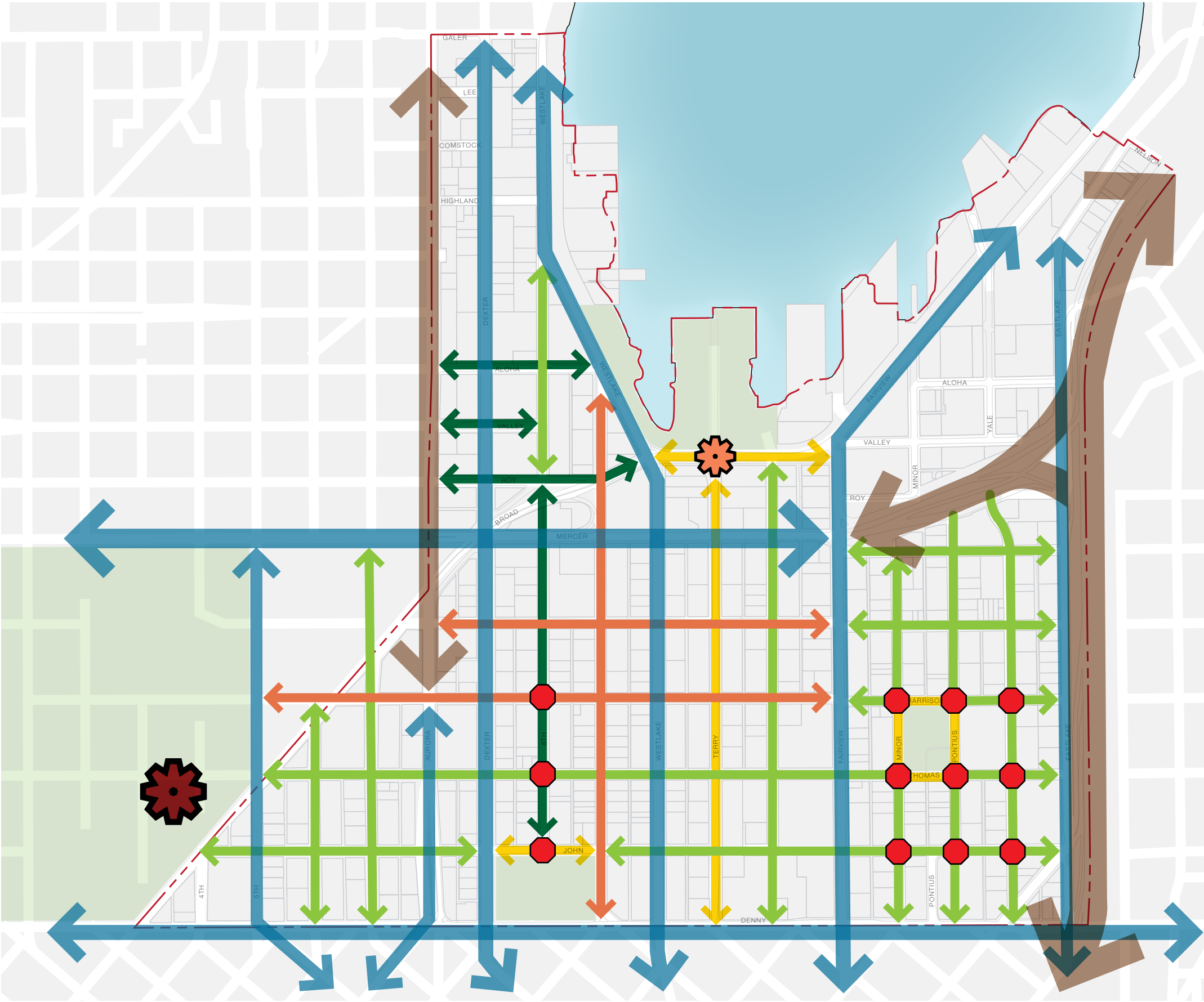
Street Character

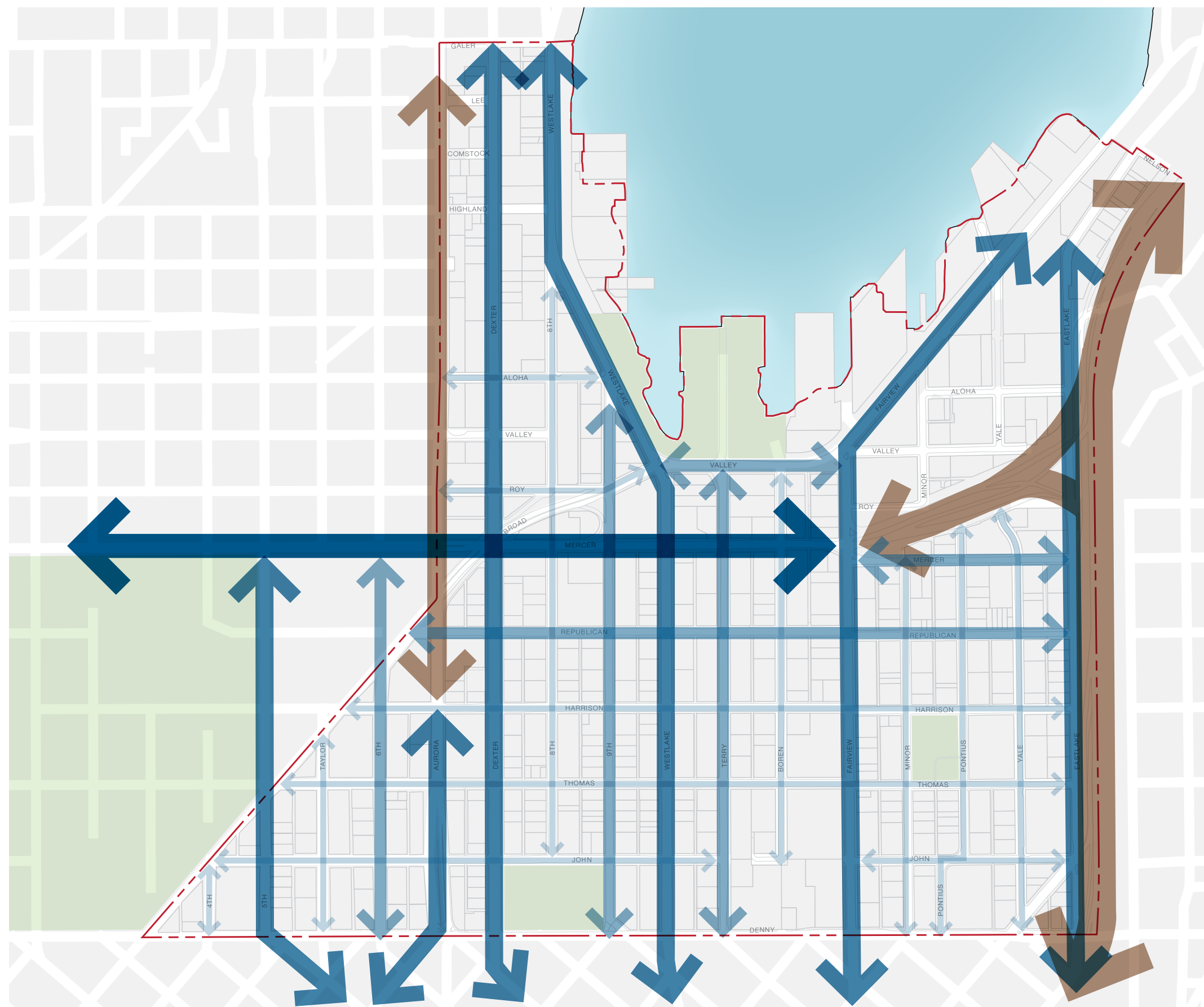
Street character is largely affected by street type. For the purposes of this study we have identified six street types:

- **Freeways:** Freeways are auto-oriented corridors with the primary purpose of moving vehicles and goods through an area at high speed. This type of street is not encouraged in an area where pedestrian scale and comfort is a priority.
- **Boulevards / Great Streets:** Boulevards / Great Streets are streets of grand scale or importance that, when designed correctly, can become great places, memorable, or the very identity of a neighborhood. Primarily these streets are commercial in nature, are primary commuter corridors for all modes of transportation, and are high intensity places. Generally they are well landscaped, with a tree canopy appropriate to the scale of the street which may reduce it's vastness. The Pedestrian environment should be vibrant, with wide sidewalks, active uses (preferably retail where appropriate and feasible). Pedestrian safety is paramount, and minimizing the width of the street with curb bulbs, providing texture, or lighting that signals to drivers that pedestrian are present is encouraged. Medians may or may not be appropriate, but may be used as a method to create a pedestrian refuge, and scale element for the widest Boulevards.
- **Mixed Use Streets:** Mixed Use streets are typically standard downtown streets with a mix of commercial, residential, and retail uses. These streets contain higher traffic volume than Green Streets, but less than Boulevard / Great Streets. Typically these are secondary routes through and to the neighborhood. These streets may contain transit, but may not be primary routes. The Pedestrian environment should be friendly with standard sidewalks in terms of width and landscaping.
- **Festival Streets:** Festival Streets are a cross between a Mixed Use or Green street with a Woonerf (at specified time periods, or for events). These streets need to be designed for dual use, and be able to close down to auto traffic, transforming from road to open space. Therefore the street / plaza may need special paving or texture to signal it's dual purpose. The method of closure could be a design element or chance for public art.
- **Green Streets:** Green Streets are low intensity streets that prioritize pedestrian and bike mobility over automobiles. These streets may contain a transit component, fixed rail would be preferred so that the street and rail system can be designed as a cohesive whole. Some Green streets may have an ecological focus, capturing rainwater and filtering it, or native planting, etc. Traffic calming measures are encouraged, as is an emphasis on landscaping over parking.
- **Road Diet / Woonerf Streets:** Road Diet / Woonerf streets reduce the auto capacity of a street to emphasize the pedestrian or bicycle user. Some of these streets may close the street to all vehicles except deliveries or emergency vehicles. In some cases these streets may become linear open spaces, utilizing the ROW for active or agricultural uses like P-Patches. These are primarily residential corridors, or areas where limited auto use is expected.

LEGEND

	Freeway		Space Needle
	Boulevard / Great Street		Art Feature Framing Park
	Mixed Use Street		4-Way Stop
	Festival Street (Mixed Use)		
	Green Street		
	Road Diet / Woonerf		





KEY ISSUES AND CONCEPTS

Four Levels of Street Intensity

In Workshop #2, it was discussed that there are 4 levels of intensity that could help inform the quality of experience, location of retail, profile of the street, and the spatial characteristics of the urban room.

- Level 1 Highest Intensity Street:** High Volume of traffic, including regional freight and transit (local and regional connector). Bicycles are probably not encouraged on these streets. Parallel parking is encouraged as a buffer from the traffic. Pedestrian experience should be active, with significant retail and commercial or residential lobby frontage. Canopy creating (not columnar) Street Trees and landscape are encouraged.
- Examples include: Mercer Street
- Level 2 High Intensity Street:** Significant traffic, including local freight and transit. Bicycles are encouraged on these streets through dedicated lanes or otherwise. Parallel parking is encouraged as a buffer from the traffic. Pedestrian experience should be active, with significant retail and commercial or residential lobby frontage.
- Examples include: Dexter, Westlake, Fairview, Eastlake, 5th, and the new Aurora lid street (after the bored tunnel is built)
- Level 3 Moderate Intensity Street:** Moderate traffic, including delivery freight only and could accept transit. Bicycles are encouraged on these streets through dedicated lanes or otherwise. Parallel parking is encouraged as a buffer from the traffic. Pedestrian experience should be attractive with mixed uses (residential and commercial) providing eyes on the street, and spot retail providing neighborhood services.
- Examples include: Valley, 6th, 9th, and Terry
- Level 4 Low Intensity Street:** Traffic calming measures may be employed in targeted areas if not the entire street. These streets are pedestrian and/or bicycle oriented, but may not support retail except at corners intersecting with Level 1,2,3 streets. These streets may be part of a larger trail network, "Green" streets, or purely residential streets where the street becomes a "front yard" for kids. On-street parking may be restricted or minimized in order to provide more space for landscape, sidewalk, or café spill-out spaces.
- Examples include: Thomas, 8th, Minor, and Pontius

Hybrid Streets

Some streets may be hybrids. For example parts of Boren, Yale, and John may exude qualities of both type 3 and 4. Yale, has the proposed "green street" swales, but also has significant retail near REI.

Special Streets

Some streets may have special configurations or uses. Festival streets may be closed down and transformed for neighborhood events. Green streets may prioritize pedestrian comfort and significant landscaping. Woonerf streets may exclude or significantly.

LEGEND

- | | | | |
|--|---------|--|---------|
| | Level 1 | | Freeway |
| | Level 2 | | |
| | Level 3 | | |
| | Level 4 | | |

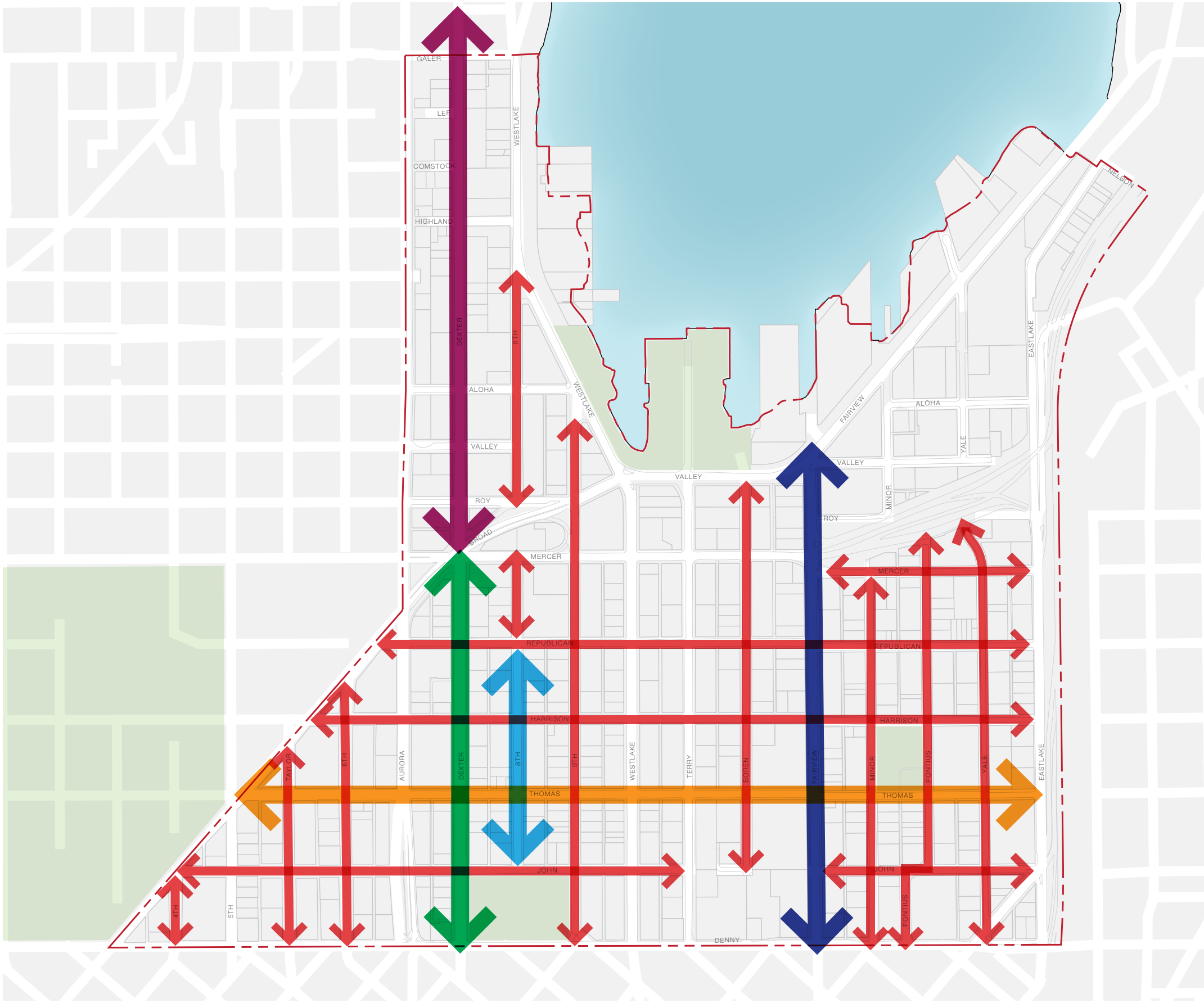


Street Profiles in South Lake Union

Historically, the South Lake Union neighborhood has been a light industrial and manufacturing hub for the city. Many of it’s streets maximized access for delivery trucks and minimized sidewalks for pedestrians. As the neighborhood changes to include more commercial office, and residential uses, so should the street profiles. Moving towards a more pedestrian friendly street environment will be an incremental but vital shift if the neighborhood hopes to attract business and families.

This diagram should be used in conjunction with the street sections following it. It shows the location of typical and specific streets used in the diagrams and can be used as a locator or key.

Some notable streets do not appear on this diagram or subsequent sections due to existing plans that either are currently being or will be implemented. Terry Avenue, and Westlake have streetscape designs that are largely implemented with the recent and current development projects occurring over the last five years. Mercer Street and Valley Street also have an approved design which is slated to begin construction soon.

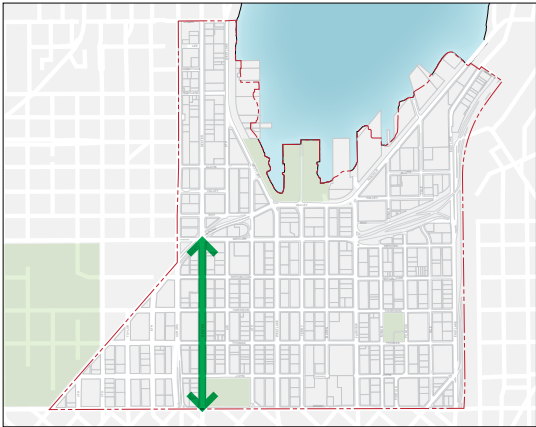


LEGEND

	66' Typical ROW
	66' Thomas ROW
	66' 8th Avenue ROW
	80' Dexter ROW
	84' Fairview ROW
	106' Dexter ROW

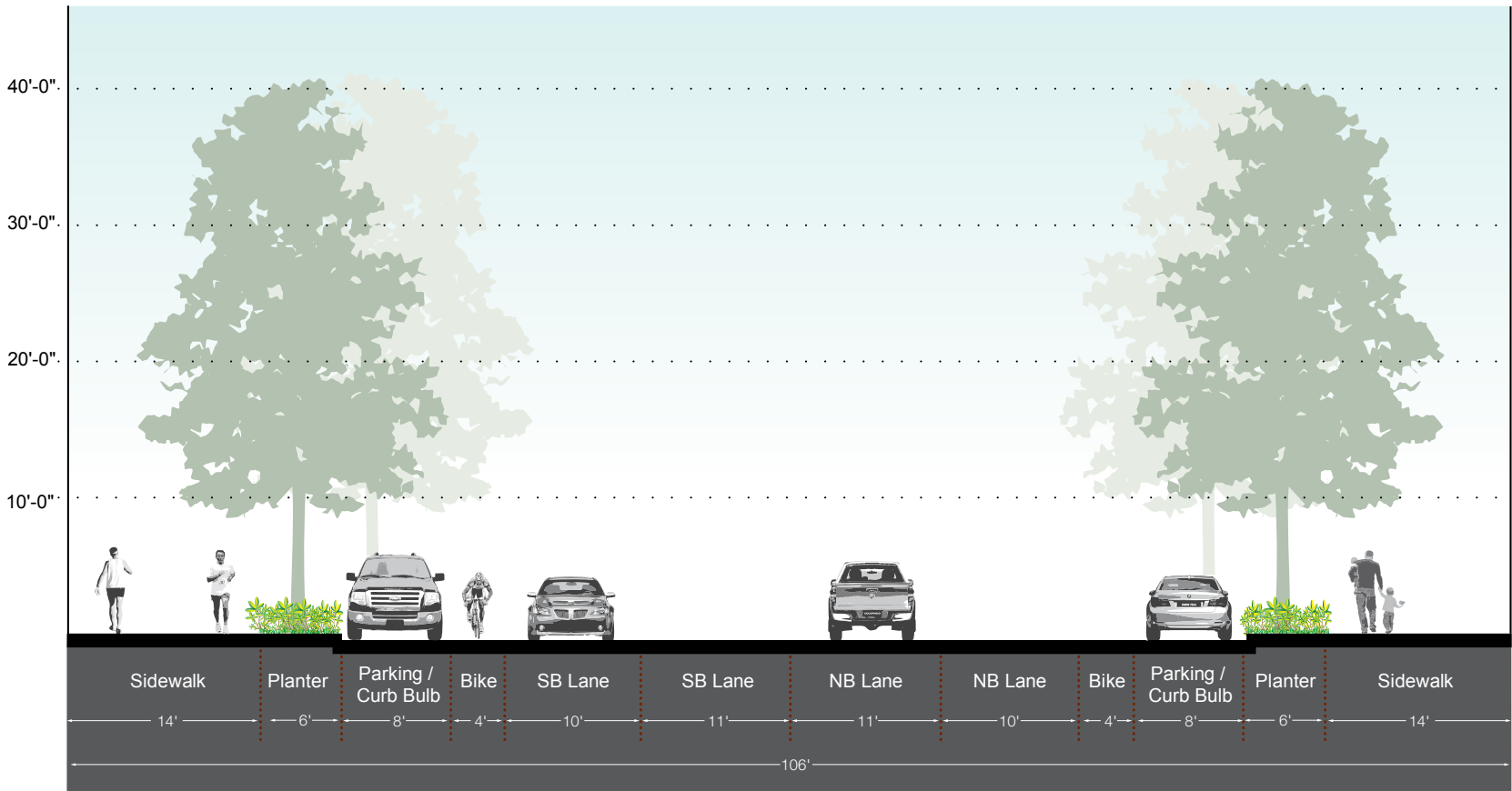
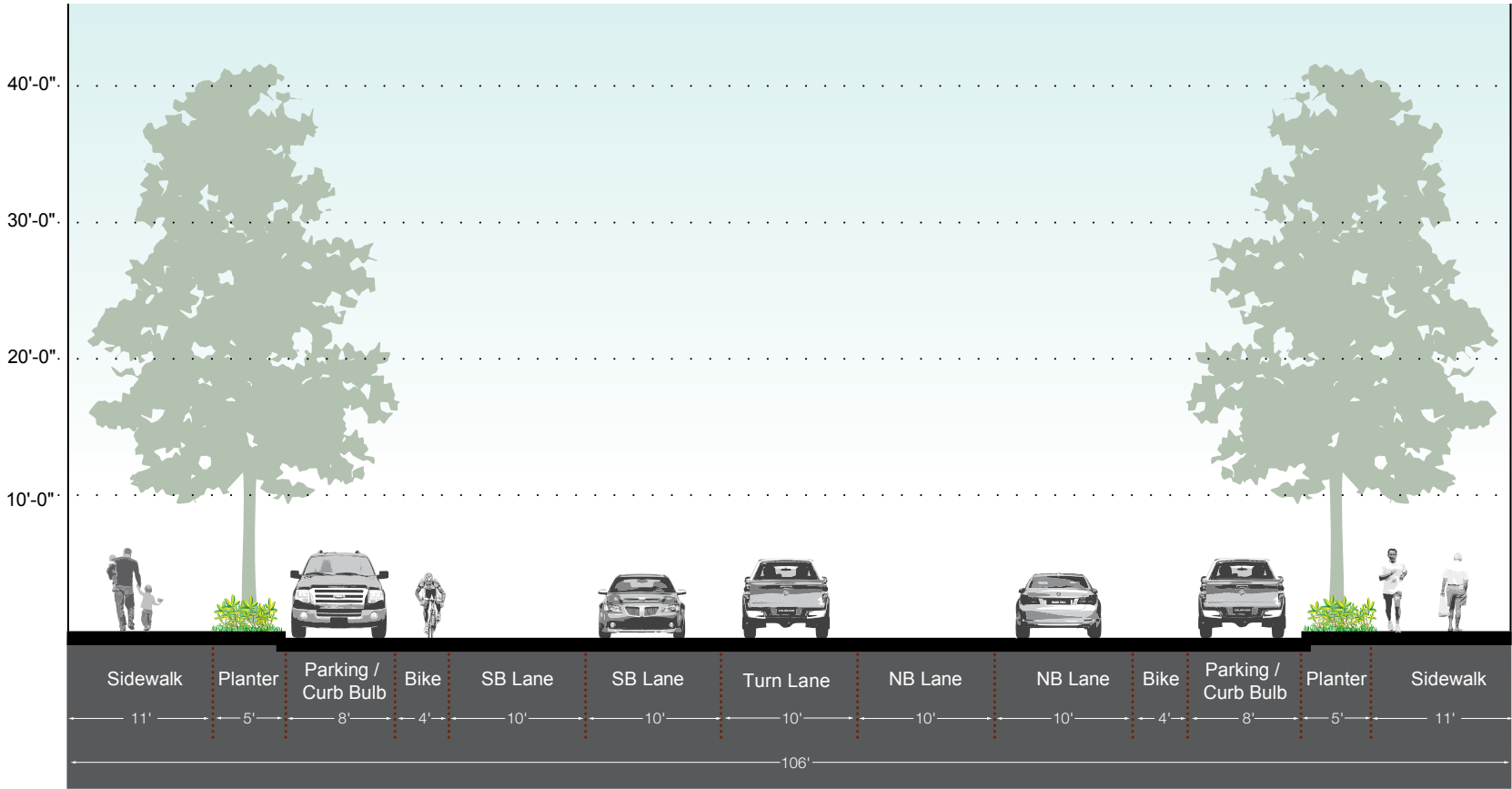
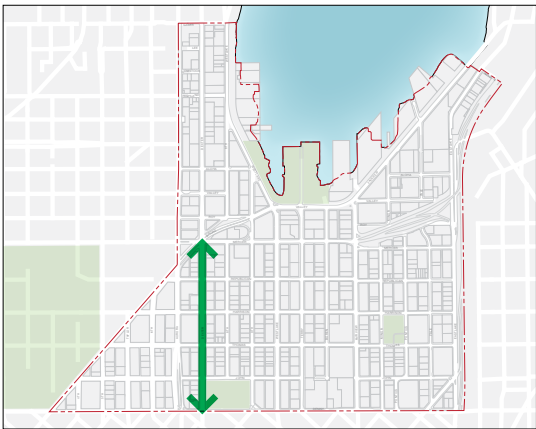
Modified Existing — Maximized Sidewalk/Turn Lane

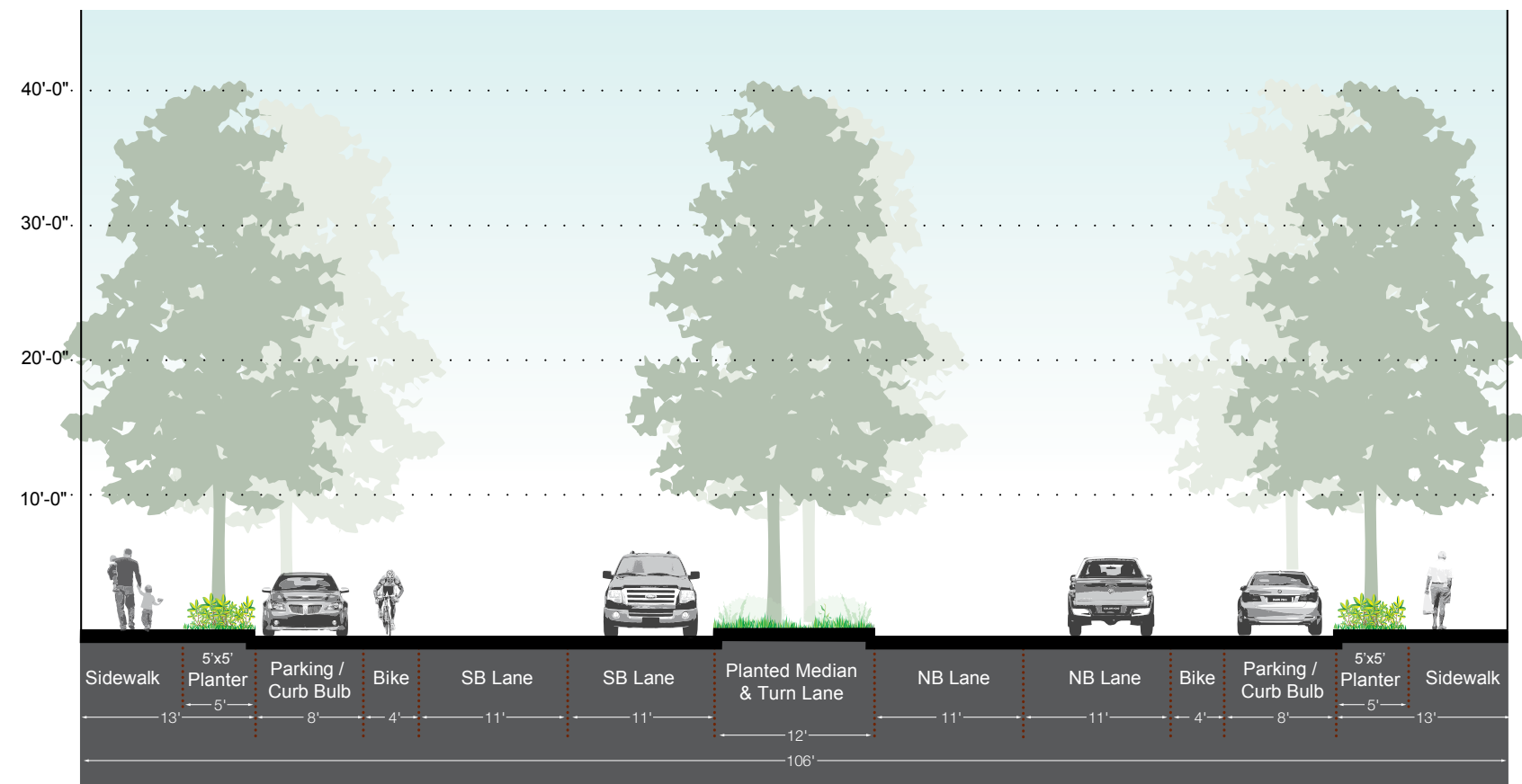
- Minimize traffic lane width.
- Widen sidewalk.
- Create a consistent planted buffer.
- Maintain bike lanes, and turn lane.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- The breadth of Dexter allows for significant height and breadth to street tree species. The City may want to study whether a single tree species could bring an identity to this street, like Fairview. Columnar trees should not be used.



20' Maximized Sidewalk , No Turn Lane

- Eliminate the center turn lane.
- Widen sidewalk and provide consistent planter strip.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- The breadth of Dexter allows for significant height and breadth to street tree species. The City may want to study whether a single tree species could bring an identity to this street, like Fairview. Columnar trees should not be used.

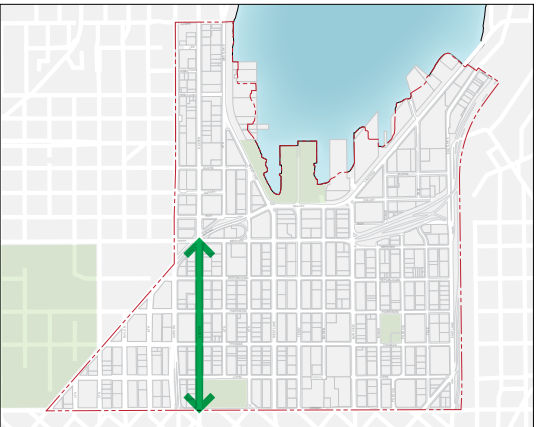




KEY ISSUES AND CONCEPTS

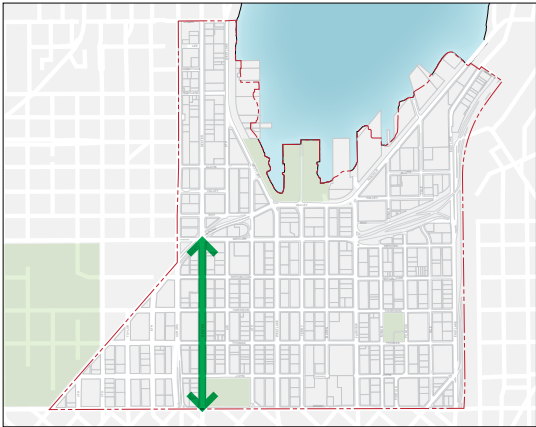
10' Center Landscaped Median / Turn Lane

- Minimize turn lane and provide median.
- Widen sidewalk and provide 5' x 5' minimum, 5' x 10-12' optimal planter at trees.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- The breadth of Dexter allows for significant height and breadth to street tree species. The City may want to study whether a single tree species could bring an identity to this street, like Fairview. Columnar trees should not be used.



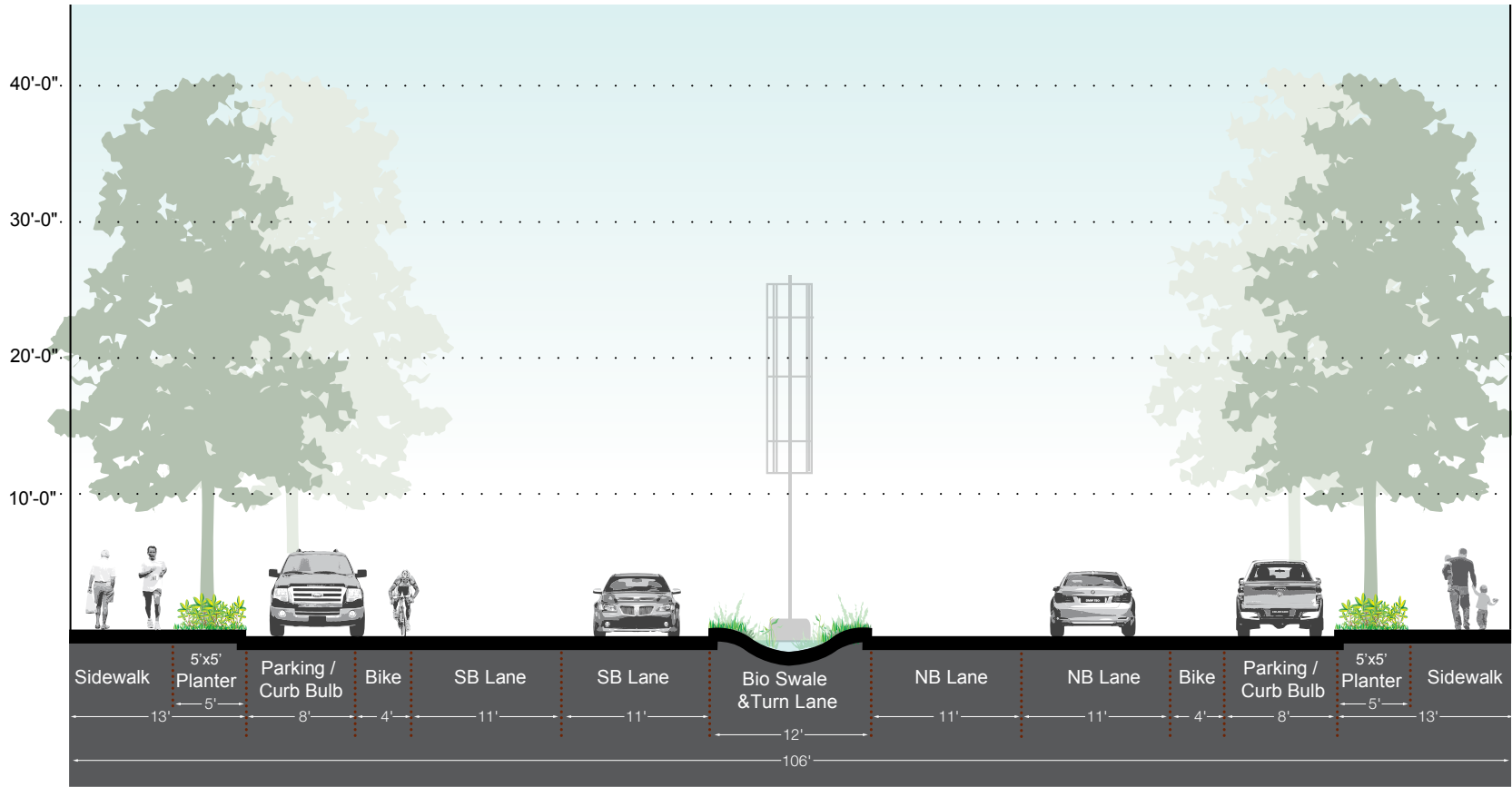
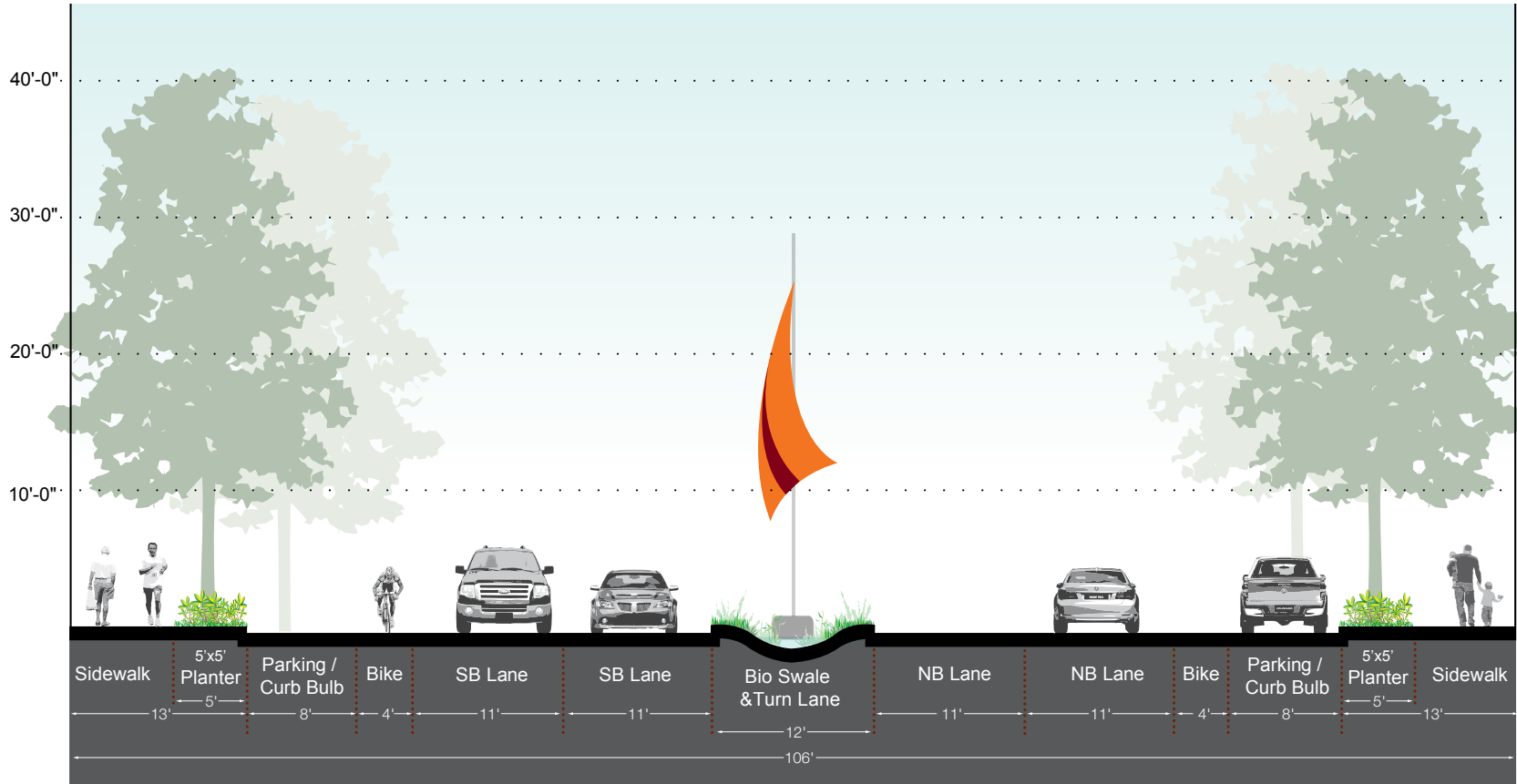
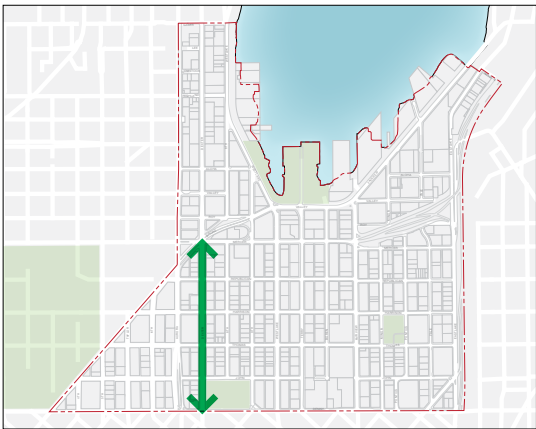
12' Art / Bioswale Median / Turn Lane

- Minimize turn lane and provide bioswale median with art installations.
- Widen sidewalk and provide 5' x 5' minimum, 5' x 10-12' optimal planter at trees.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- The breadth of Dexter allows for significant height and breadth to street tree species. The City may want to study whether a single tree species could bring an identity to this street, like Fairview. Columnar trees should not be used.



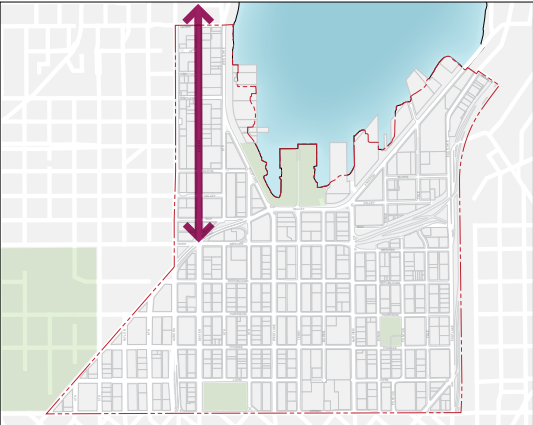
12' Wind Turbine / Bioswale Median / Turn Lane

- Minimize turn lane and provide bioswale median with art installations.
- Widen sidewalk and provide 5' x 5' minimum, 5' x 10-12' optimal planter at trees.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- The breadth of Dexter allows for significant height and breadth to street tree species. The City may want to study whether a single tree species could bring an identity to this street, like Fairview. Columnar trees should not be used.



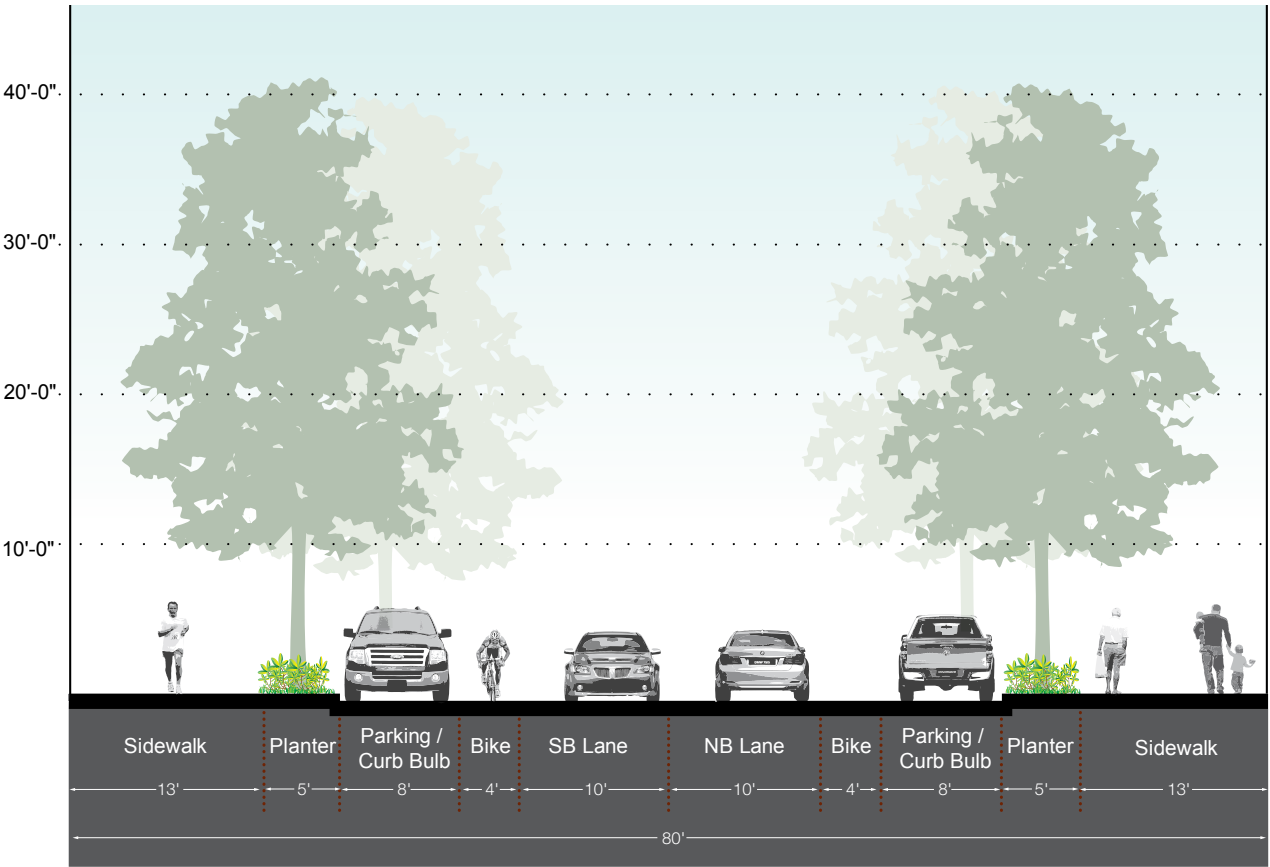
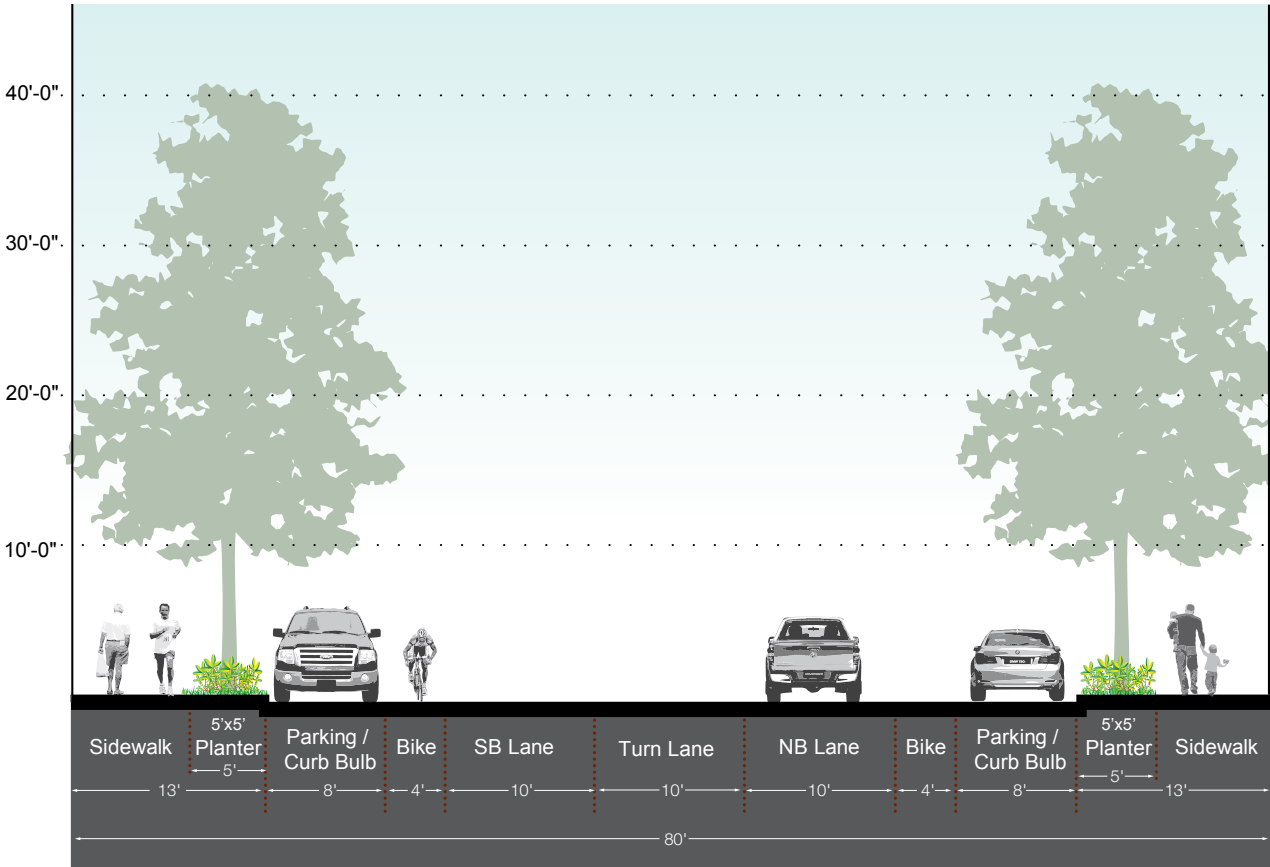
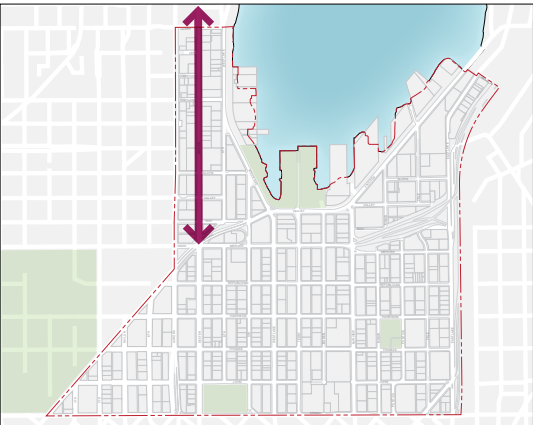
Modified Existing — 13' Sidewalk / Turn Lane

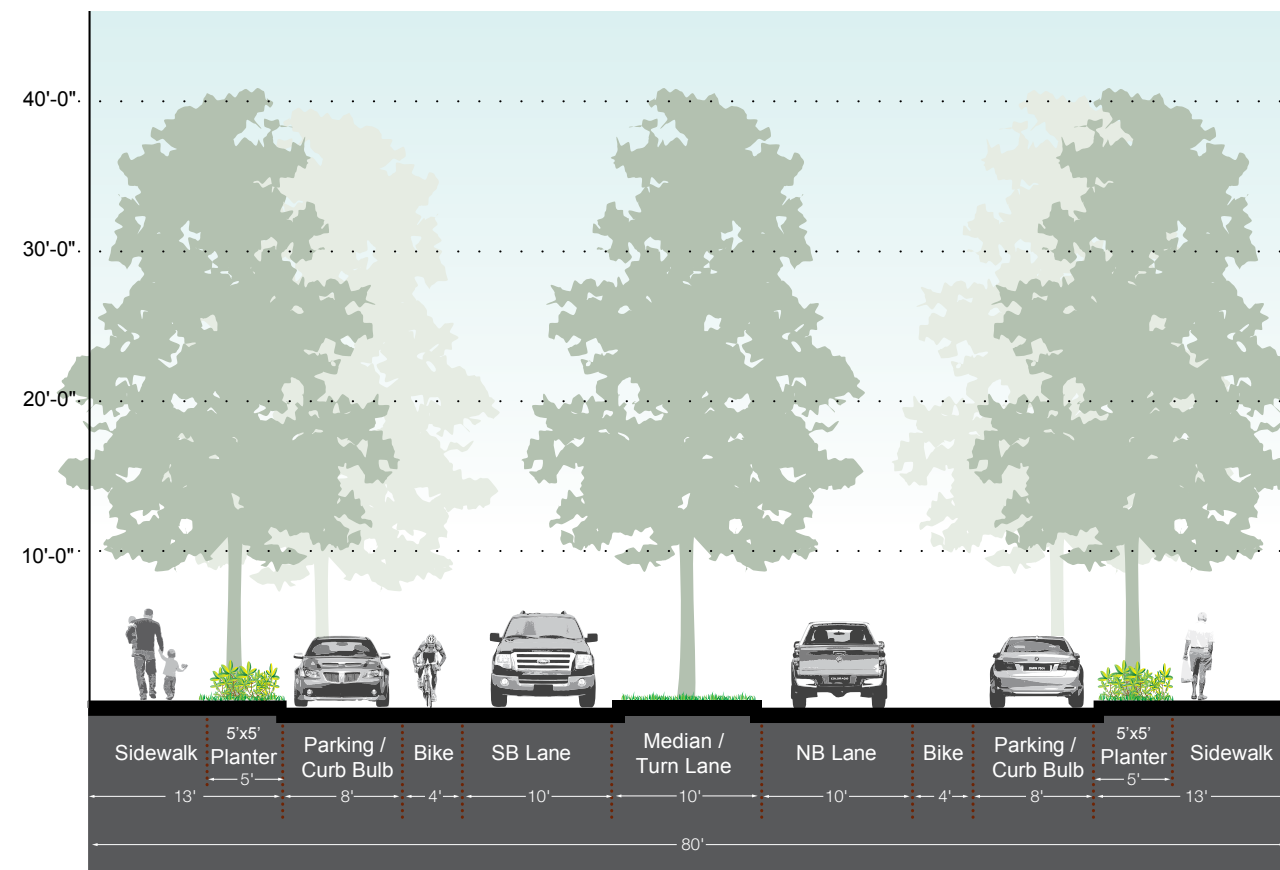
- Widen sidewalk and provide 5' x 5' minimum, 5' x 10-12' optimal planter at trees.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- Where Dexter narrows height and breadth of street tree species could still be significant to maintain continuity, or change to reflect the change in scale of street and development patterns.



13' Maximized Sidewalk / No Turn Lane

- Eliminate center turn lane.
- Widen sidewalk to 13'.
- Provide additional 5' planting strip buffer.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- Where Dexter narrows height and breadth of street tree species could still be significant to maintain continuity, or change to reflect the change in scale of street and development patterns.

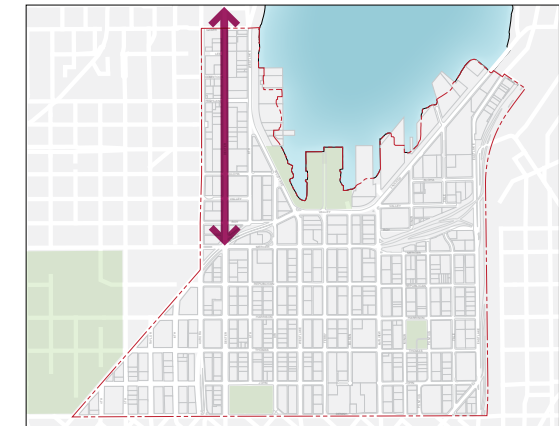




KEY ISSUES AND CONCEPTS

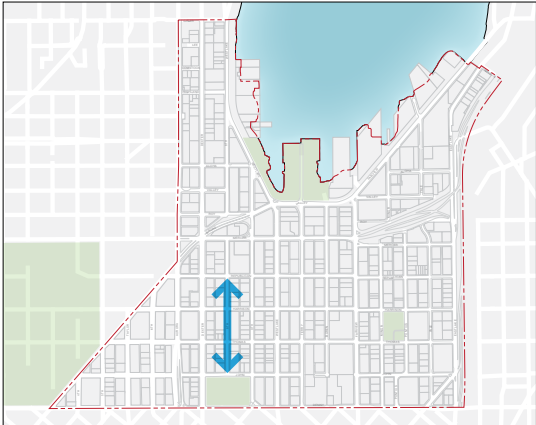
10' Landscaped Median / Turn Lane

- Minimize turn lane and provide median.
- Widen sidewalk to 13' and provide 5' x 5' minimum, 5' x 10-12' optimal planter at trees.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- Where Dexter narrows height and breadth of street tree species could still be significant to maintain continuity, or change to reflect the change in scale of street and development patterns.



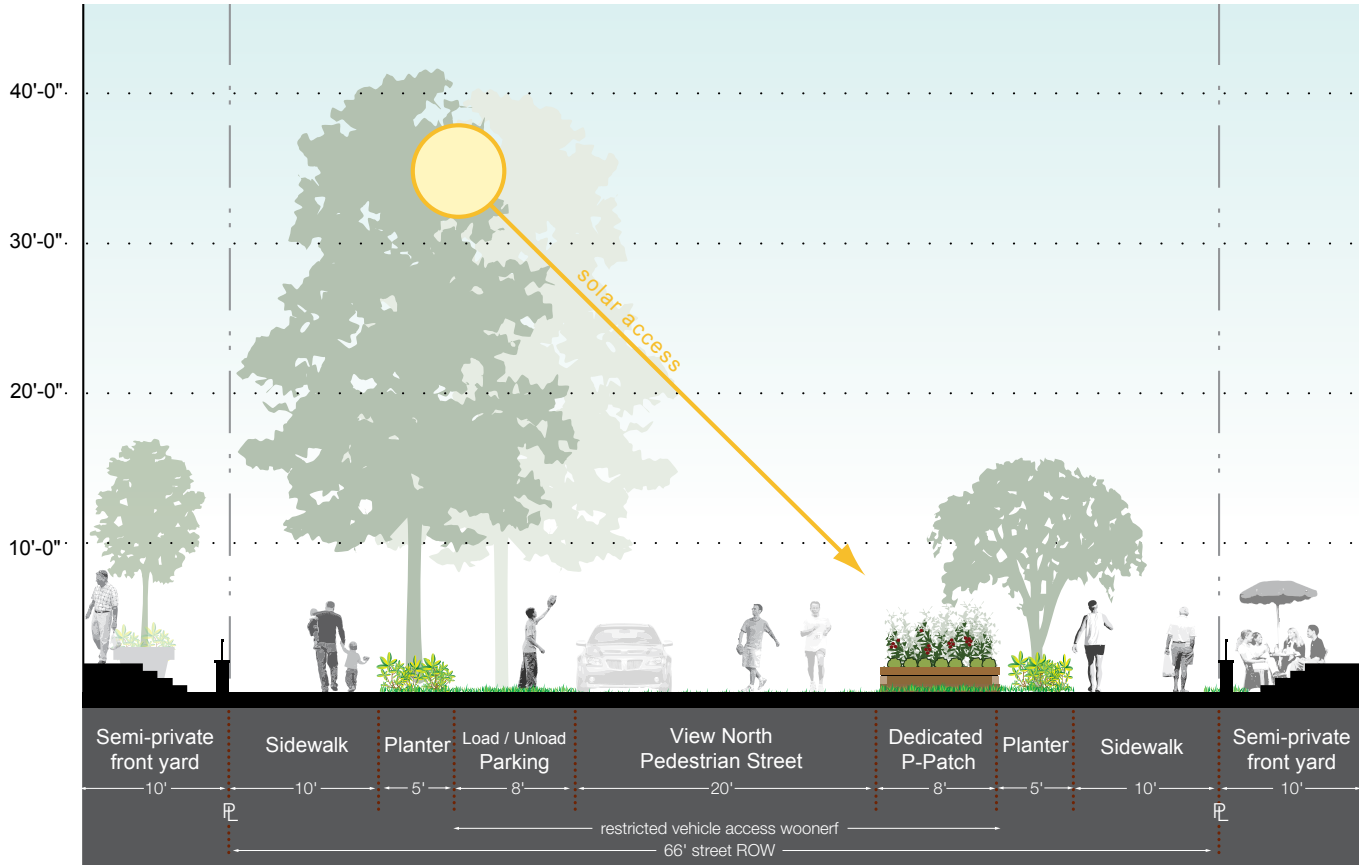
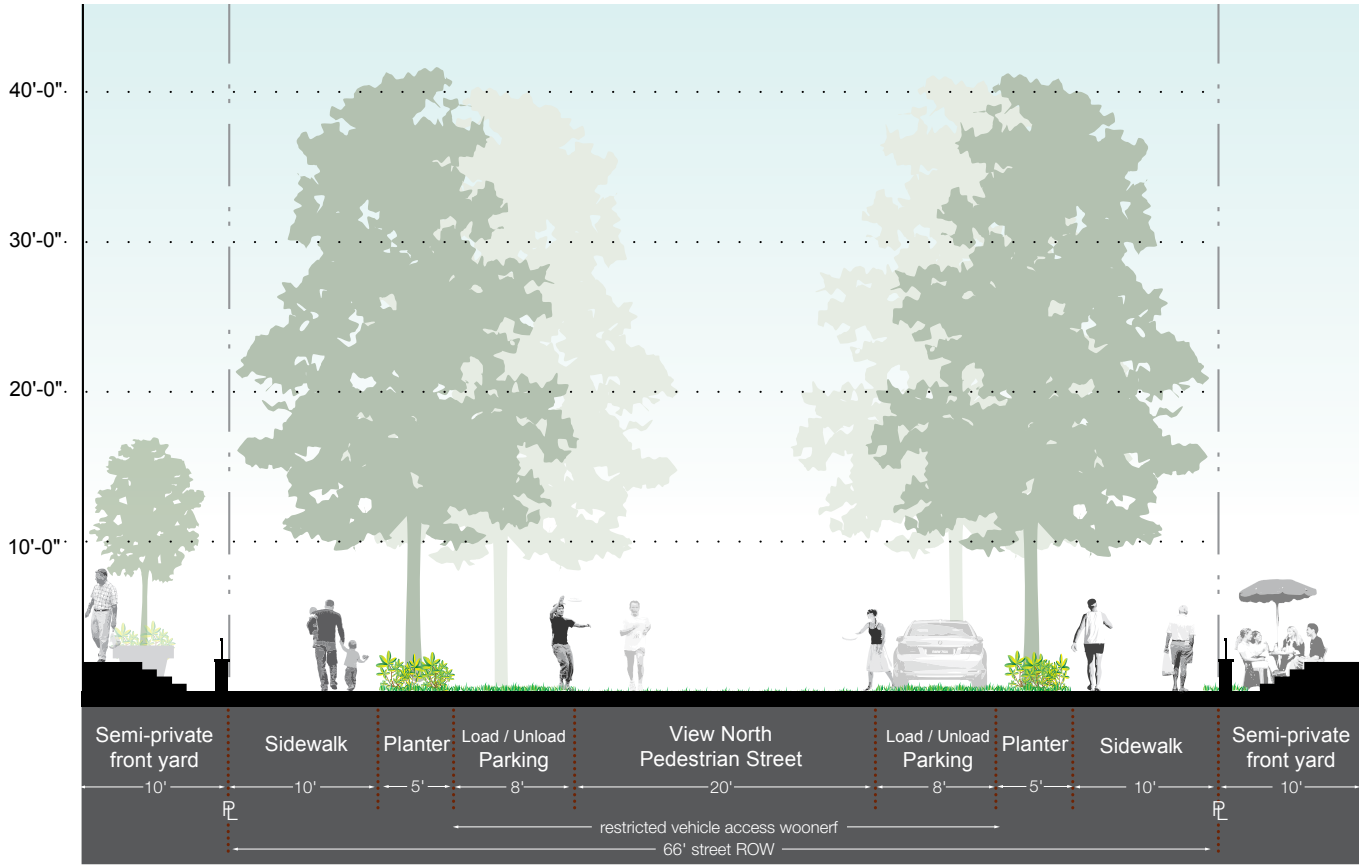
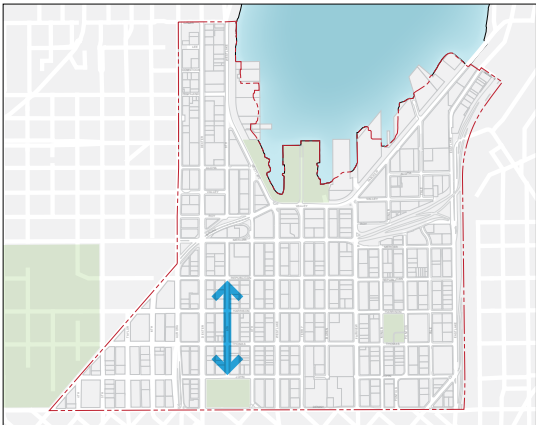
10' Sidewalk / Woonerf

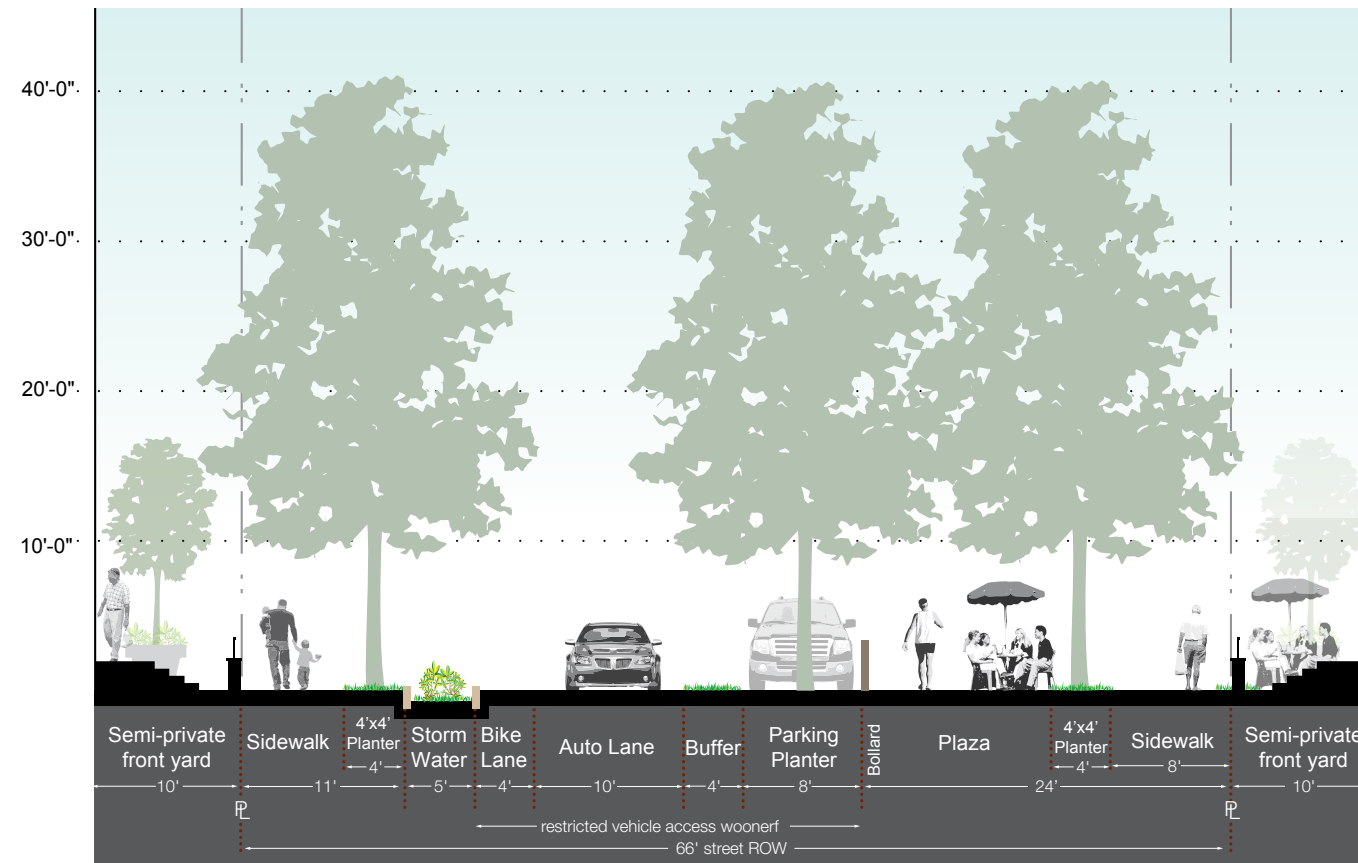
- Eliminate curbs, raise road level to sidewalk level so that the entire ROW acts as contiguous open space.
- Allow for minimal traffic, and limited parking for load / unload only.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- 8th Avenue has a significant tree canopy from Thomas to Harrison. This canopy should be protected and used as a design guideline for the rest of the streetscape improvements for the entire length of the street.



10' Sidewalk / Raised P-Patch

- Eliminate curbs, raise road level to sidewalk level so that the entire ROW acts as contiguous open space.
- Allow for minimal traffic, and limited parking for load / unload only.
- Provide for P-Patch along the East side of the street to maximize solar access. Minimize tree canopy over P-Patch.
- Street trees should be selected to provide maximum sunlight to gardens.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- 8th Avenue has a significant tree canopy from Thomas to Harrison. This canopy should be protected and used as a design guideline for the rest of the streetscape improvements for the entire length of the street.

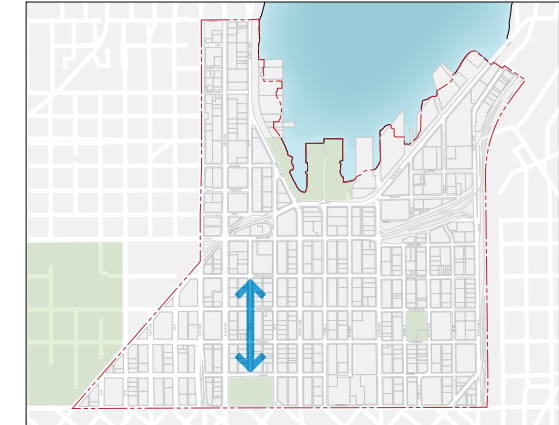




KEY ISSUES AND CONCEPTS

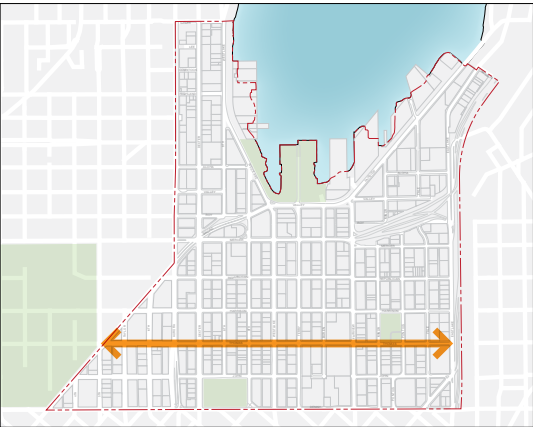
“Bell Street” Prototype

- Eliminate curbs, raise road level to sidewalk level so that the entire ROW acts as contiguous open space.
- Allow for minimal traffic (1 lane), and limited parking.
- Create linear plazas and gathering spaces.
- Plant 2 rows on trees on plaza side.
- Treat stormwater with natural filtration.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- 8th Avenue has a significant tree canopy from Thomas to Harrison. This canopy should be protected and used as a design guideline for the rest of the streetscape improvements for the entire length of the street.



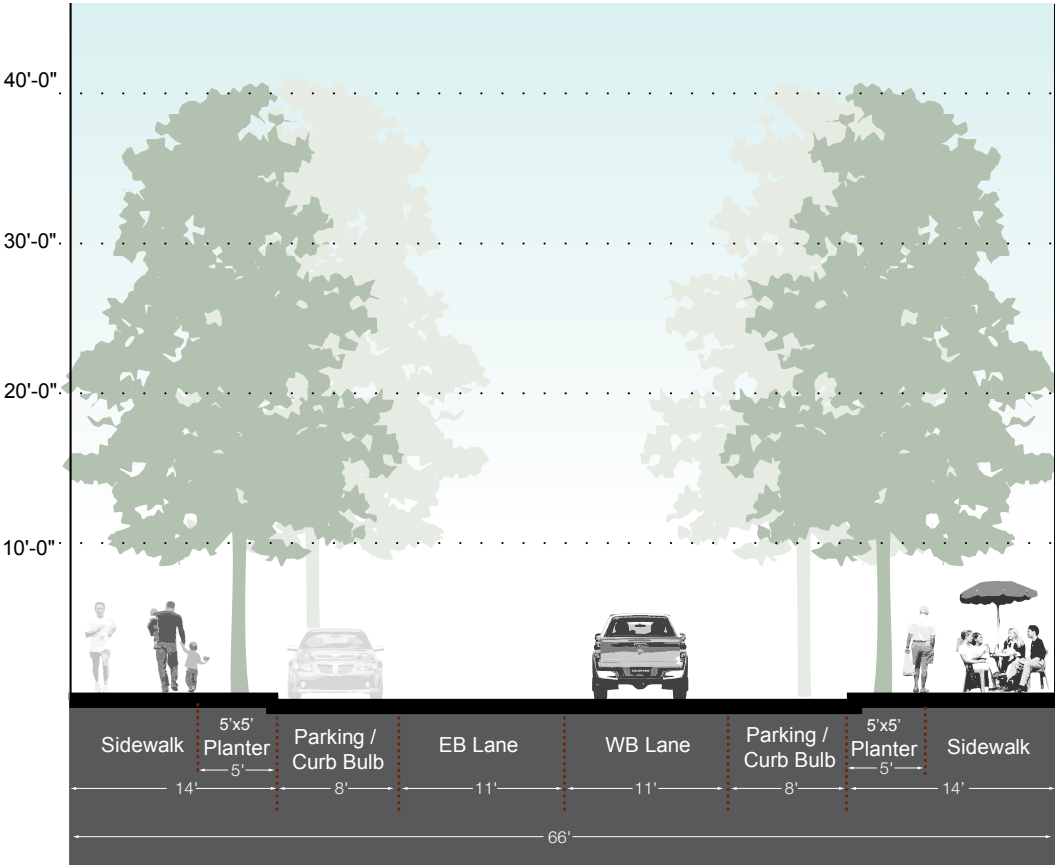
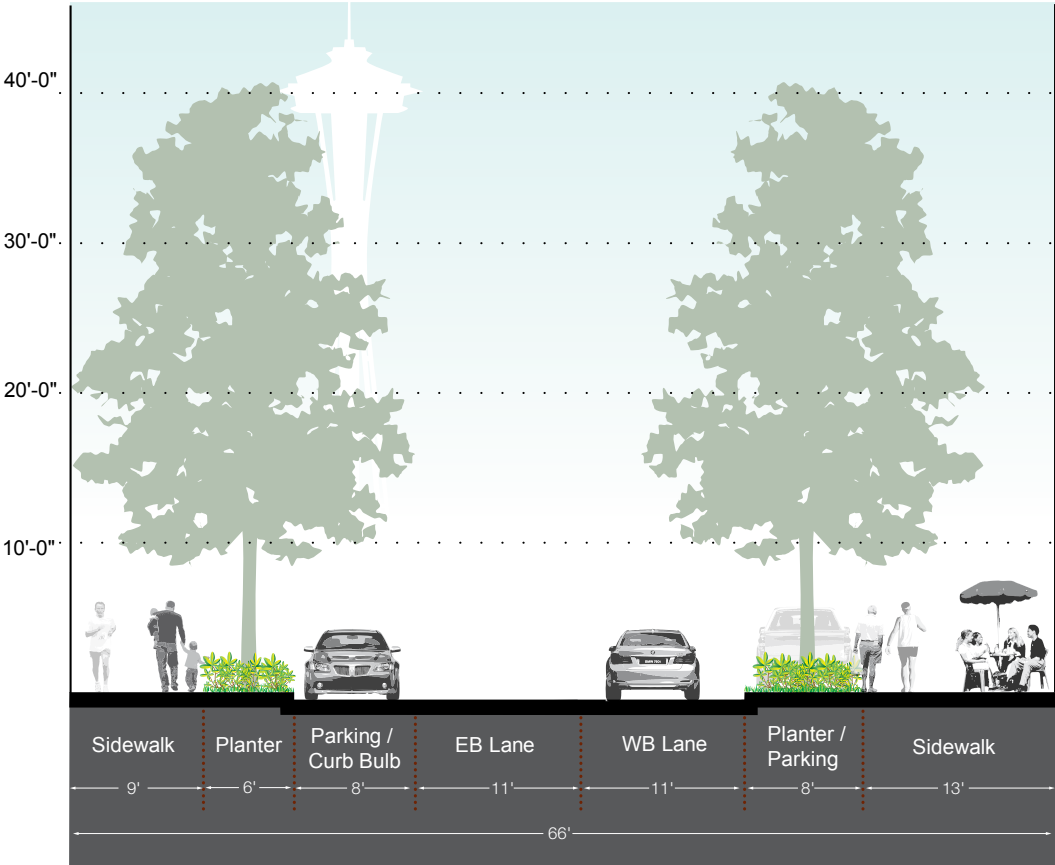
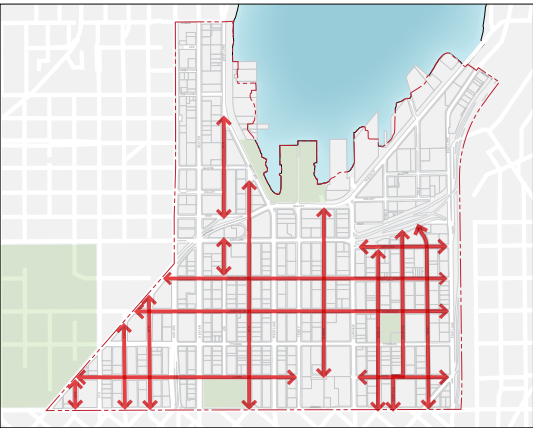
Thomas Street ROW — Green Street

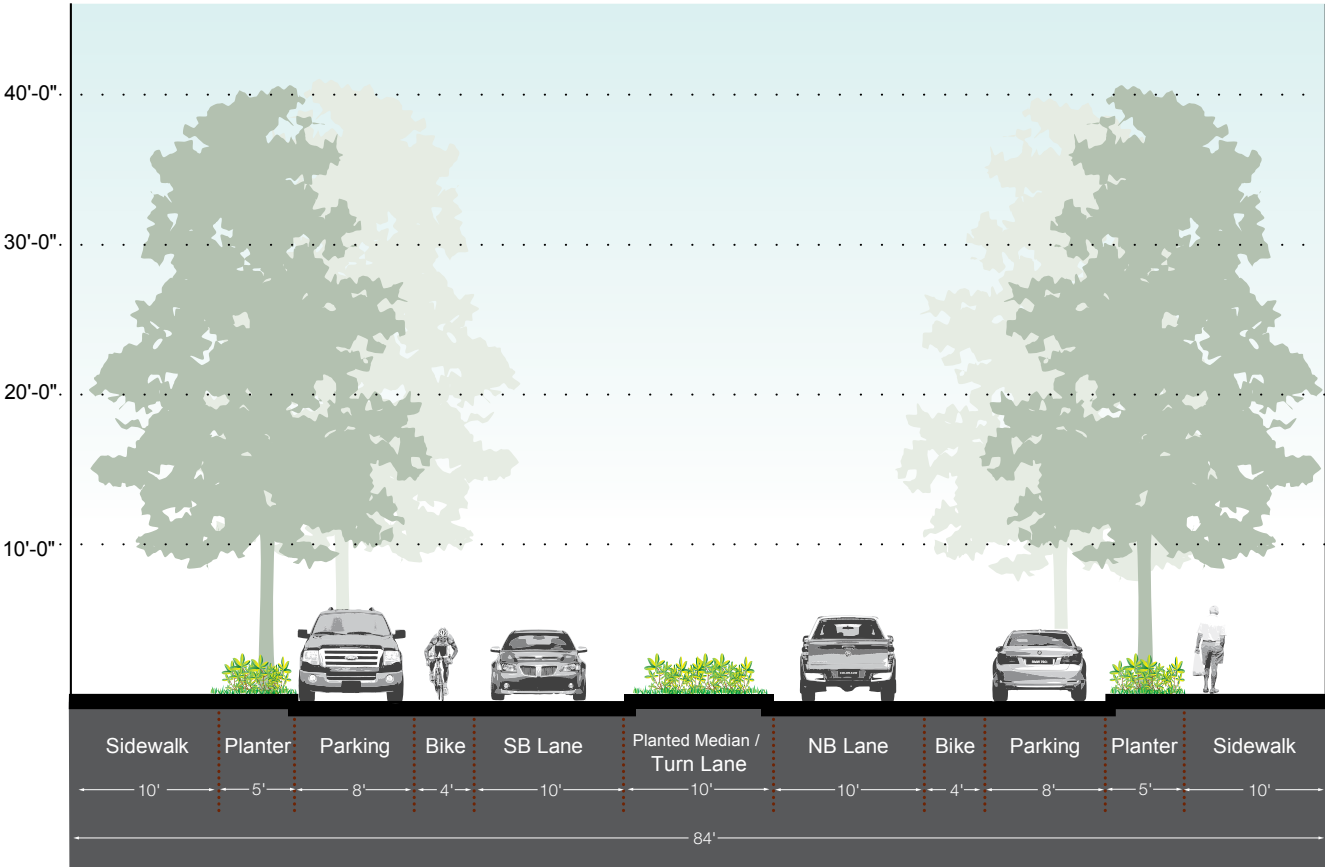
- Minimize traffic lane width.
- Widen sidewalk.
- Create a consistent planted buffer.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- On typical 66' ROW streets as well as green streets, there is a diverse mix of species that create a comfortable walking experience. Attention to the mature growth of new trees should reflect the desired character for the street.



Typical Street ROW

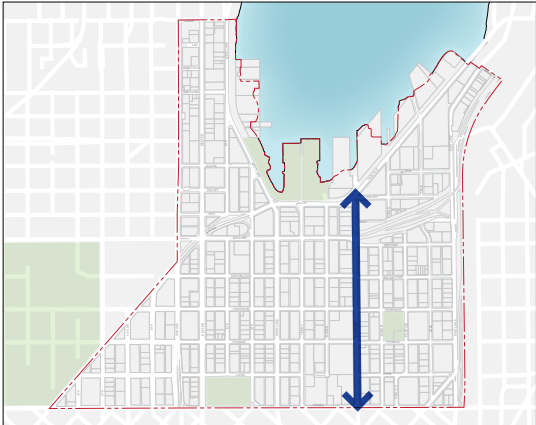
- Minimize traffic lane width.
- Widen sidewalk and provide 5' x 5' minimum, 5' x 10-12' optimal planter at trees.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- On typical 66' ROW streets as well as green streets, there is a diverse mix of species that create a comfortable walking experience. Attention to the mature growth of new trees should reflect the desired character for the street.

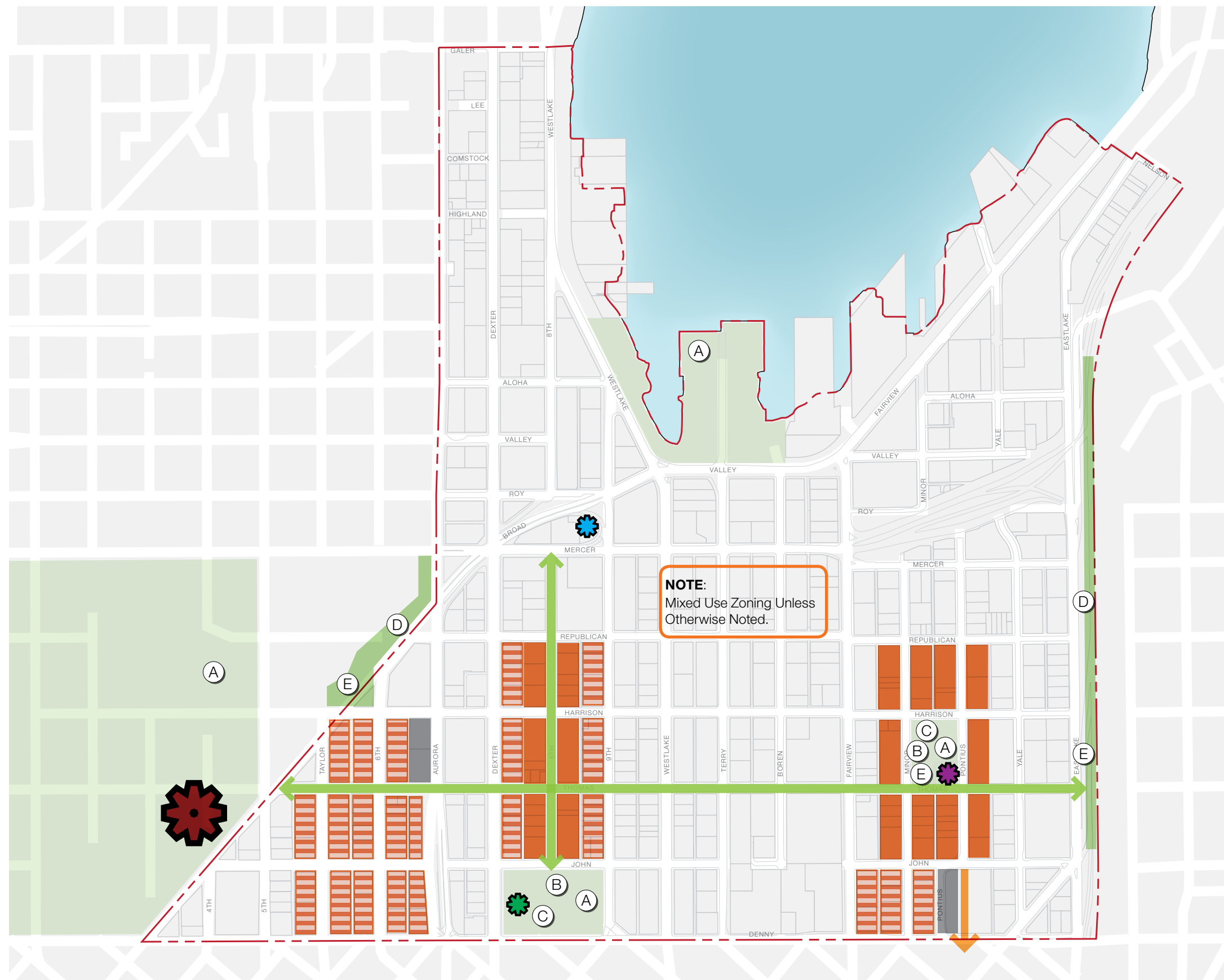




10' Landscaped Median — Turn Lane

- Minimize turn lane and provide planted median w/o street trees (would block the view of the lake).
- Widen sidewalk and provide 5' x 5' minimum, 5' x 10-12' optimal planter at trees.
- Add curb bulbs at corners/crosswalks to the extent feasible.
- Fairview has a master planned tree canopy, utilizing primarily one tree species. This species should inform future replacement or additions to the street canopy.





KEY ISSUES AND CONCEPTS

Critical Mass

While commercial buildings can function in primarily residential areas, residential buildings are stranded in and hard to market in primarily commercial areas. A critical mass of residential use is required to create residential nodes.

Supporting Infrastructure

Residential areas require supporting infrastructure, some of which is provided in SLU, but some needs to be located.

• Provided:

- Cascade Playground: Playfield, Children's play area, Sports Court, Community Garden.
- Denny Park: Park, Children's play area
- Lake Union Park: Park, Playfield
- Seattle Center: Park, Playfield

• Needed:

- Community Center: Proposed at Denny Park, with an outdoor sports court
- Library or School: Proposed at Teardrop site
- Community Gardens: Proposed at the surplus land West of I-5, public land next to Gates Foundation's preferred 6th Avenue alignment.
- Dog off-leash areas: Proposed at the surplus land West of I-5, public land next to Gates Foundation's preferred 6th Avenue alignment.

Emphasize Residential Zones

- **Primary Residential** = zoning should incentivize residential and discourage or disallow commercial.

- 8th Avenue: Half blocks flanking 8th Avenue south of Republican.
- Cascade Neighborhood: All property fronting and directly diagonal to Cascade playground fall into this category.

- **Mixed-Use Residential** = zoning should incentivize residential over commercial.

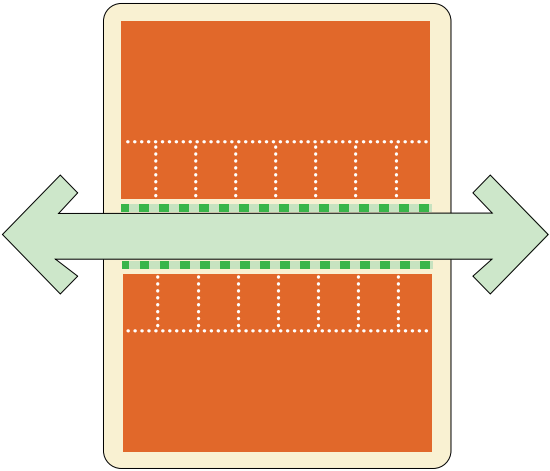
- Cascade Neighborhood: Area Bounded by Fairview, John, & Pontius.
- Denny Park: The half blocks flanking the Primary Residential areas to the immediate West (to Dexter) and East (to 9th Avenue)
- Uptown Triangle: Area bounded by Aurora, Harrison, and the half block west of Taylor.

LEGEND

	Mixed Use — Residential		Community Center
	Primary Residential		Library / School
	Proposed Park		Community Service
	Existing Park		Park / Play Field
	Civic Infrastructure		Children's Playground
	New Road Alignment		Sports Court
	Green Street		Dog Off-Leash Area
	Space Needle		Community Garden



MID-BLOCK CONNECTOR

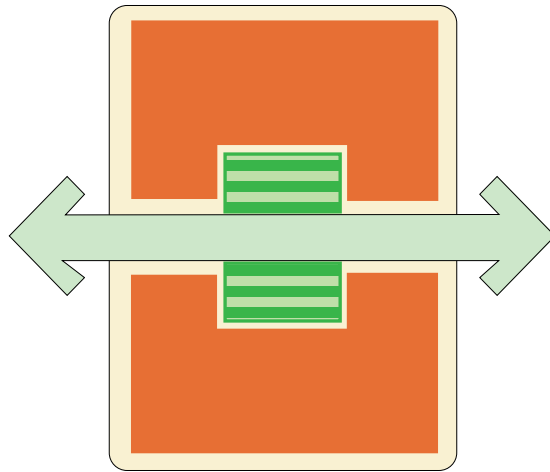


- Where appropriate create mid-block connections to link streets and provide purely public pedestrian areas of open space. These spaces should...
 - Provide places for larger family gatherings (multiple neighbors or visitors).
 - Allow for minor recreational activity (kids running, throwing a ball or Frisbee, safe place to learn to ride a bike, etc).
 - Mix hardscape and landscape appropriate to the goals above.
 - Provide street lighting conducive to residential safety and comfort.
- Semi-Private townhome front stoops can activate the open space, while buffering the private residences.
- Private townhomes should be slightly elevated from grade for privacy, and to provide better security (eyes on the street) for the public open space.

LEGEND

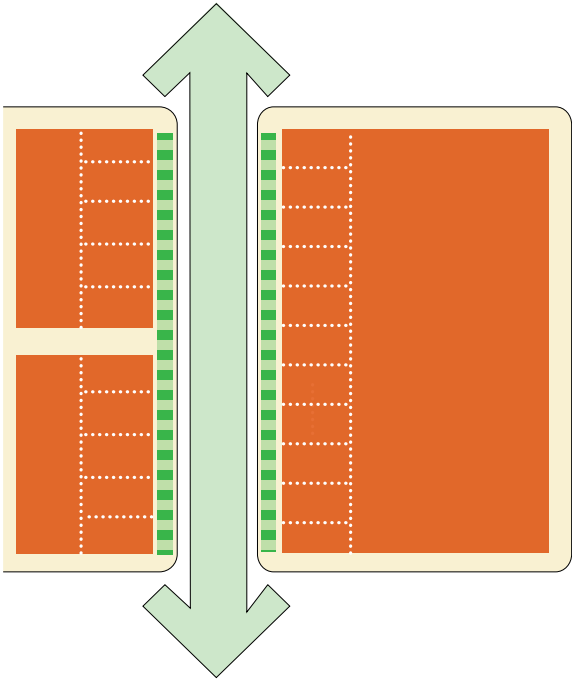
Orange	Private Residential
Light Green	Public
Green with horizontal lines	Semi-Private

MID-BLOCK CONNECTOR



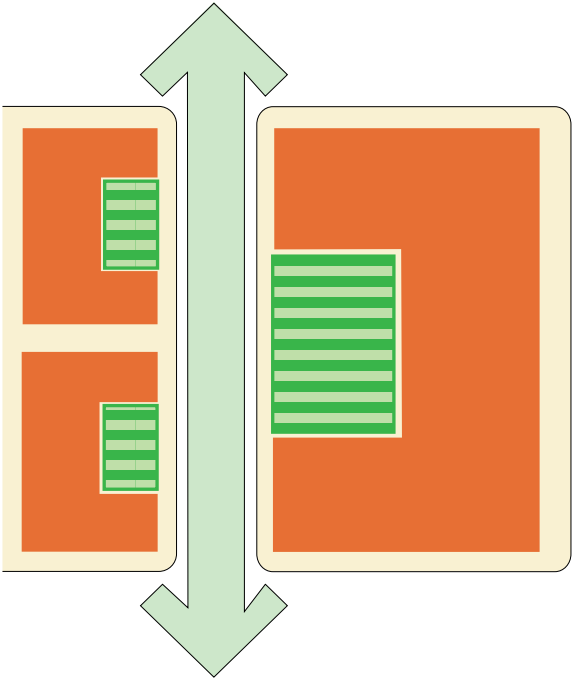
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 - Allow for minor recreational activity (kids running, throwing a ball or Frisbee, safe place to learn to ride a bike, etc).
 - Mix hardscape and landscape appropriate to the goals above.
 - Provide street lighting conducive to residential safety and comfort.
- In larger residential developments, create semi-private courtyards that support and help activate the public open space. These courts could include community gardens for the residents, landscaped sitting spaces looking out onto the public open space, or other attractive uses. They probably shouldn't include children's play equipment in order to encourage social gathering and use of public parks where this equipment is located.

STREET AS OPEN SPACE



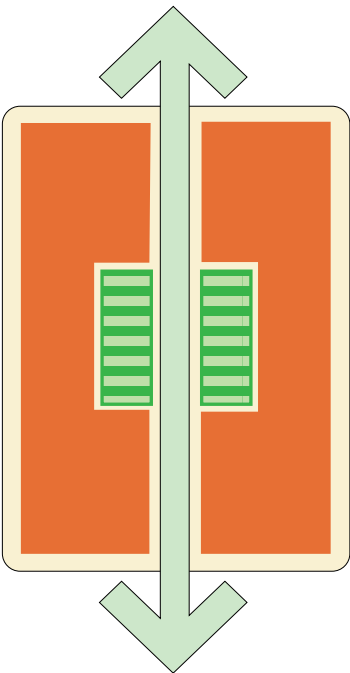
- Identify streets that can severely limit vehicular traffic and utilize the entire street ROW for public open space.
 - If possible eliminate the curbs so that street and sidewalk can be maximized as a single space.
 - If possible, change the street surface to pavers, or grass/pavers, permeable concrete to separate it as a pedestrian oriented area, while supporting some vehicular traffic.
 - Allow for minor recreational activity (kids running, throwing a ball or Frisbee, safe place to learn to ride a bike, etc).
 - Mix hardscape and landscape appropriate to the goals above.
 - Provide street lighting conducive to residential safety and comfort.
- Semi-Private townhome front stoops can activate the open space, while buffering the private residences. May need to use street ROW to create townhomes in larger developments.
- Private townhomes should be slightly elevated from grade for privacy, and to provide better security (eyes on the street) for the public open space.

STREET AS OPEN SPACE



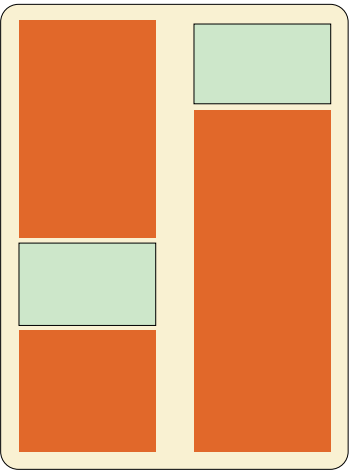
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GREEN ALLEYS

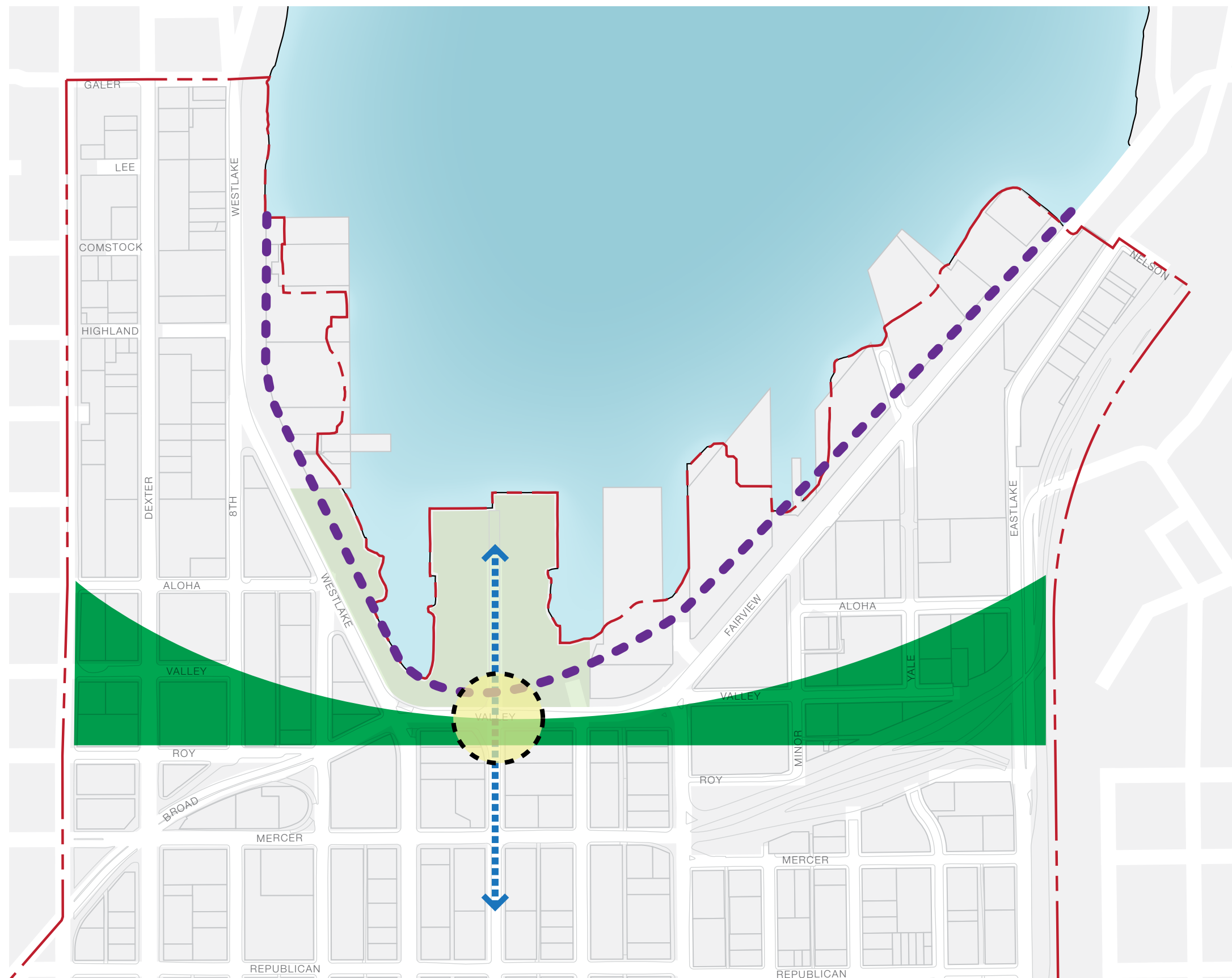


- Repurpose alleys as active spaces, and focus public and semi-private open spaces to support this strategy.
- May be good strategy where building sites abut busier streets.
- Provides open spaces that could support more active uses like sports courts, or children's play areas, as well as more passive activities like gardens, or landscaped terraces.

POCKET PARKS



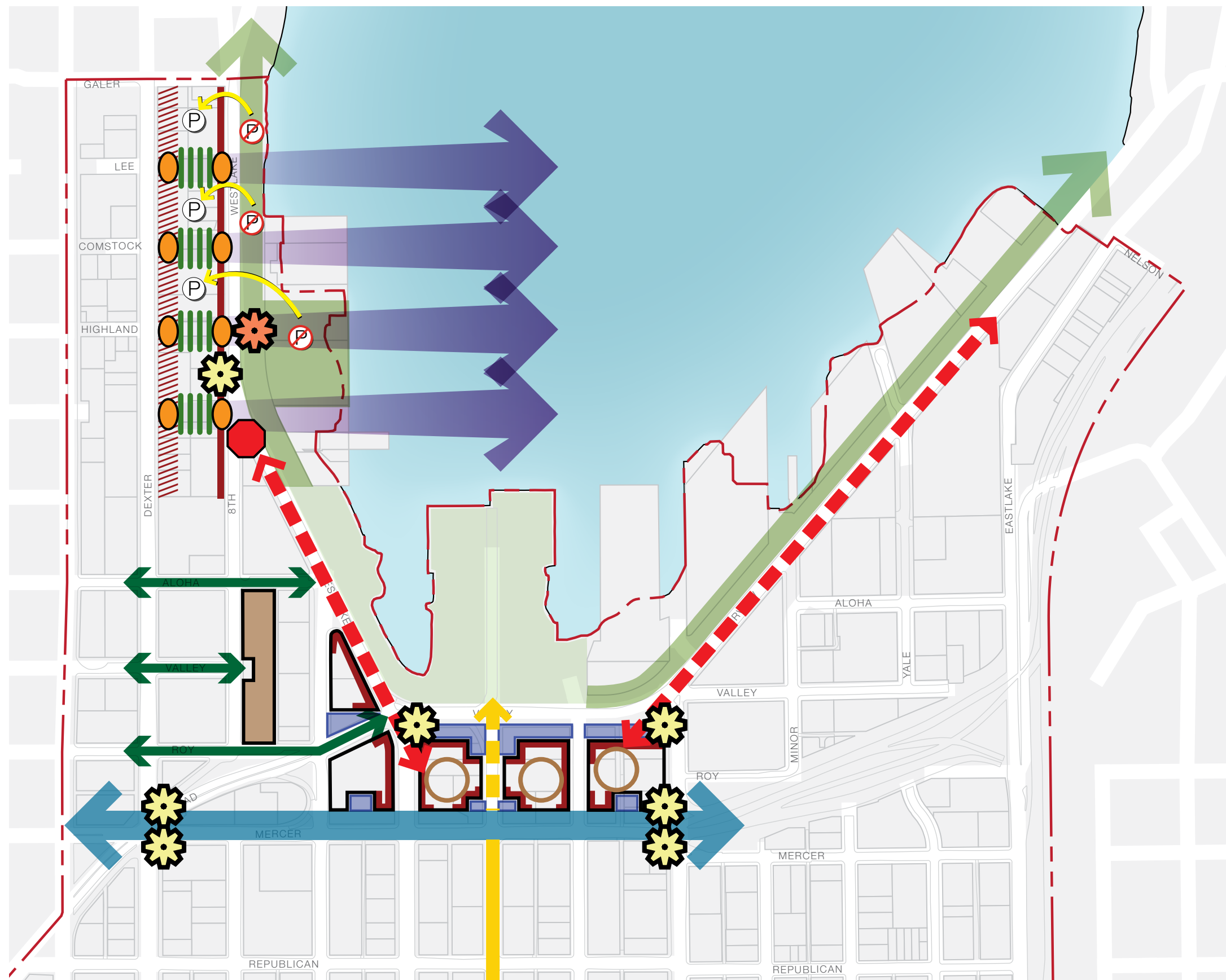
- Encourage and incentivize private developers to create public pocket parks that provide amenities close to residential developments.
- Provides open spaces that could support more active uses like sports courts, or children's play areas, as well as more passive activities like gardens, or landscaped terraces.
- Targeted public investment should be made to make capital purchases or incentivize these spaces.
- These spaces should provide public refuge, not semi-private or private use.



KEY ISSUES AND CONCEPTS

- Confluence of Geographic, Topographic, and Axial relationships at Terry at Valley instill importance upon that intersection.
- Bottom point of Lake
- Low point in valley between Queen Anne and Capital Hill
- Terry is celebrated green street and main pedestrian corridor on axis with the main entry to Lake Union Park.





KEY ISSUES AND CONCEPTS

Extend Lake Union Park to the North along Westlake & Eastlake

Work with developers of the properties to the west of Westlake to accept parking from the east side.

- Publicly owned parking lots along Eastlake should be eliminated to create pedestrian and bike promenade.
- Work with property owners to use existing private parking lots as more park space.
 - Incentivize through TDR, current lots have limited development rights.
 - Allow for park lid over parking

Make Connections from Dexter to Westlake

Incorporate a series of hillclimbs in new development from Prospect north connecting Dexter to Westlake.

- Hillclimbs should not just be stairs. They should be interactive retail, plaza, viewpoint connectors, well designed like Harbor Steps at 1st and University to ensure use.
- Create pedestrian hillclimb at Highland, connecting to future streetcar stop on Westlake
- Hillclimb views should open up to the water, thus buildings (especially towers) need to help frame the views to create an experience as one moves from Dexter to Westlake.
- Create low retail / commercial edge along Dexter, with large open plazas leading to hillclimb connections down to Westlake.
- Westlake could have a higher street edge, with urban plazas receiving the hillclimbs.

Improve Pedestrian Environment

- Aloha, Valley, and Roy should be considered Woonerf / Road Diet street candidates to improve the pedestrian connections to the lake.
- Valley should celebrate it's axial relationship with the City owned property on 8th.
- Improved pedestrian comfort along Westlake (especially West side).

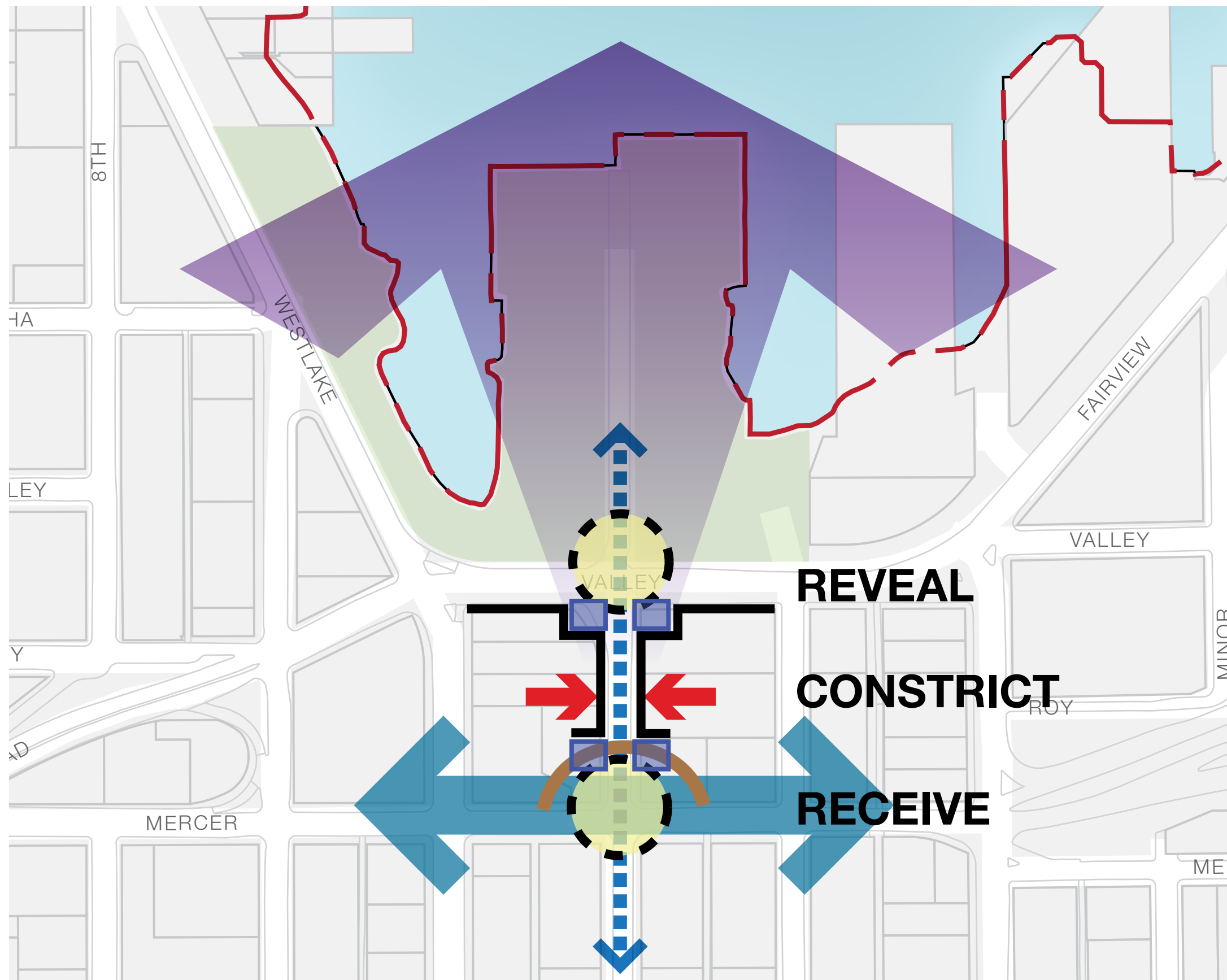
Axial Views

- Tower locations and form on the Valley Street properties should take into account the long axial public views back to the site along Westlake and Eastlake.

LEGEND

	Existing Building		Move Parking
	Possible Tower		Retail
	Urban Plaza / Widened Sidewalk		Low Street Wall w/Active Uses
	Views		Vertical Garden / Hill Climb
	Future Expansion of Park		4-Way Stop
	Boulevard / Great Street		Entry / Exit Hill Climb Plaza
	Road Diet / Woonerf		Streetcar Stop
	Festival Street (Mixed Use)		Arch. Significant Feature
	Axial View		Parking





KEY ISSUES AND CONCEPTS

Sequence of Arrival

- The sequence of arrival to Lake Union Park along Terry Avenue should be celebrated and carefully designed.

Continue Terry Avenue Street Improvements

- The pedestrian streetscape developed and implemented south of Mercer Street should be continued north of Mercer.

Receive

- The North side of Mercer should receive pedestrians. Plazas or architectural form should promote pedestrian comfort and activity buffered from the Mercer traffic.

Constrict

- The building base should address the property line, constricting the view and experience of the pedestrian, emphasizing movement towards the lake.
- Maintain active uses, and pleasant, permeable, transparent retail facades and pedestrian building entrances to accentuate the experience.
- Service areas and parking access occurring on N/S streets should be made as discreet as possible.

Reveal

- Where Terry meets Valley, the building form should open up to the view, creating active plazas, and wide sidewalks with retail activity.



A

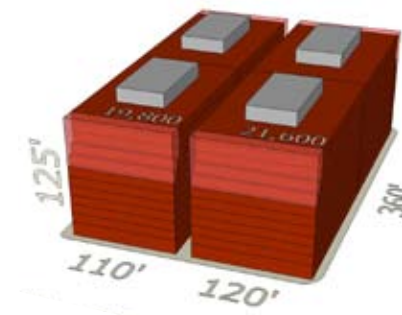
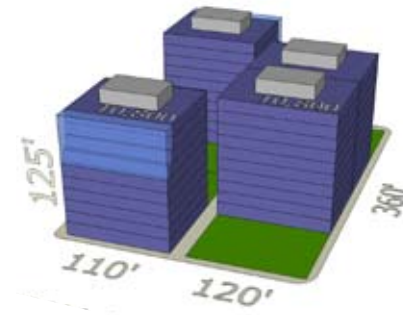
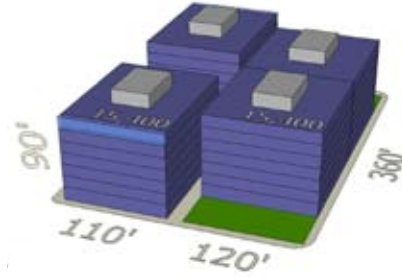
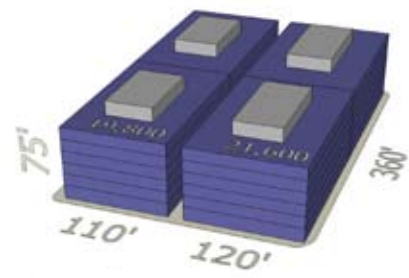
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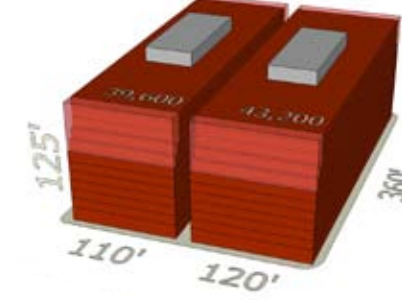
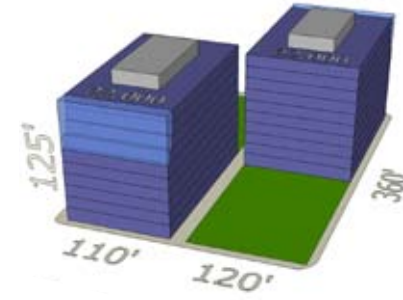
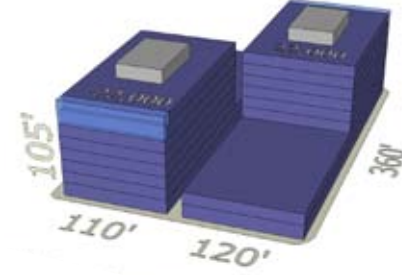
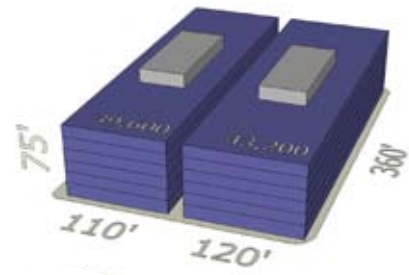
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KEY ISSUES AND CONCEPTS

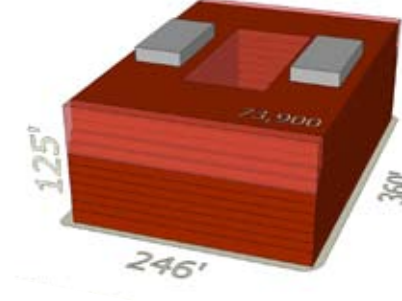
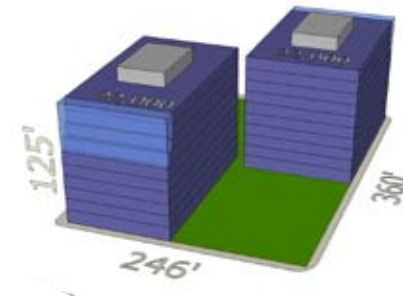
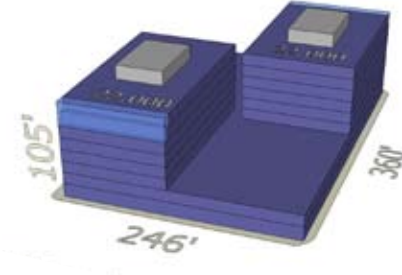
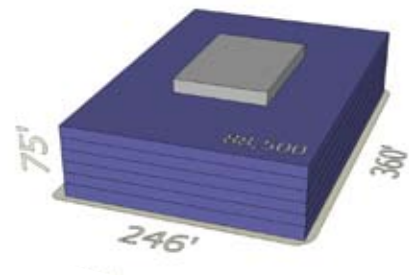
QUARTER BLOCK



HALF BLOCK



FULL BLOCK

**General Comments:**

- There is no FAR under 75' in this zone.
- FAR of 5 above 75' in this zone
- There is no FAR required for residential development in this zone.
- Diagrams are not building designs and do not fully show every setback, or modulation requirement. They should simply be construed as envelope studies for the site.
- Some of the most common upper level setbacks have been shown in the most common orientation.

Quarter Block Option A — Maximum Square Feet / Lowest Height:

- Commercial Floorplates of 19,000 – 21,000 (small end of feasibility).
- Floorplate size is probably at the small end of feasibility for spec office space.
- No incentive to provide on-site open space.

Quarter Block Option B — Moderate Open Space / Moderate Height:

- Commercial Floorplates of 15,000 +/-.
- Floorplate size is probably not feasible for spec office space, only for specific clients.
- Few if any commercial buildings would be built in this prototype.

Quarter Block Option C — Open Space / Maximum Height:

- Commercial Floorplates of 11,000 +/-.
- Floorplate size is probably not feasible for spec office space, only for specific clients.
- Few if any commercial buildings would be built in this prototype.

Quarter Block Option D — Maximum Square Feet / Maximum Height:

- Residential Floorplates of 20,000 +/-.
- No incentive to provide on-site open space.

Half Block Option A — Maximum Square Feet / Lowest Height:

- Commercial Floorplates of 40-43,000 +/-.
- No incentive to provide on-site open space.

Half Block Option B — Low Base / Moderate Height:

- Commercial Floorplates of 22,000 +/-.
- No incentive to provide on-site open space.

Half Block Option C — Maximum Open Space / Maximum Height:

- Commercial Floorplates of 22,000 +/-.
- Incentive to provide on-site open space = ability to build to 125'.

Half Block Option D — Maximum Square Feet / Maximum Height:

- Residential Floorplates of 40-43,000 +/-.
- No incentive to provide on-site open space.

Full Block Option A — Maximum Square Feet / Lowest Height:

- Commercial Floorplates of 88,000 +/-.
- This diagram would not be built for programmatic reasons, but shows the available envelope for development.
- No incentive to provide on-site open space.

Full Block Option B — Low Base / Moderate Height:

- Commercial Floorplates of 22,000 +/-.
- This diagram represents a podium with some above grade parking and 2 office structures.
- No incentive to provide on-site open space.

Full Block Option C — Maximum Open Space / Maximum Height:

- Commercial Floorplates of 22,000 +/-.
- Incentive to provide on-site open space = ability to build to 125'.

Full Block Option D — Maximum Square Feet / Maximum Height:

- Residential Floorplates of 74,000 +/-.
- Represents a double loaded corridor (back to back unit) development.
- No incentive to provide on-site open space.



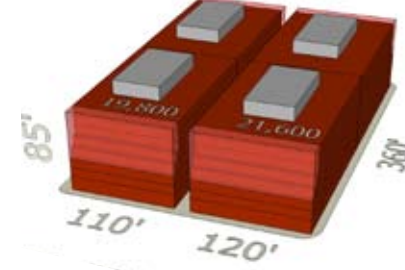
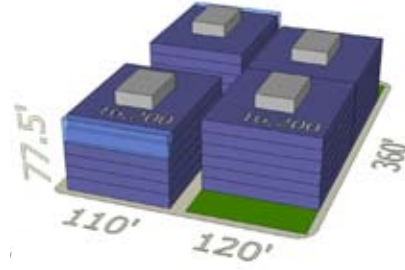
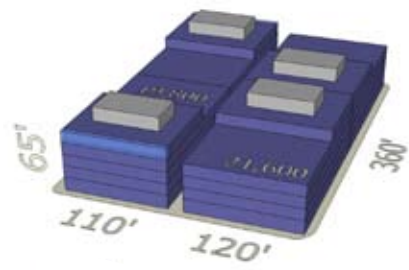
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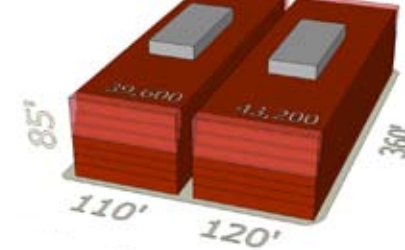
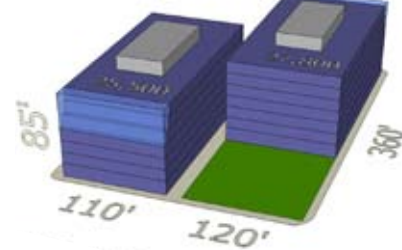
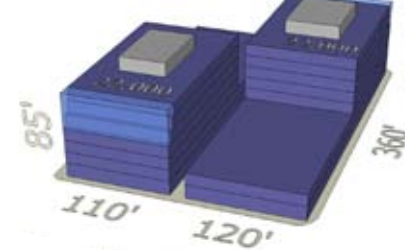
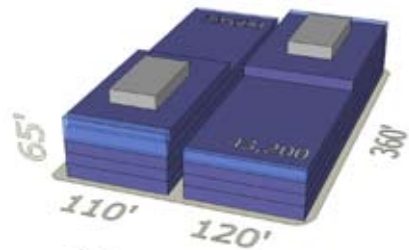
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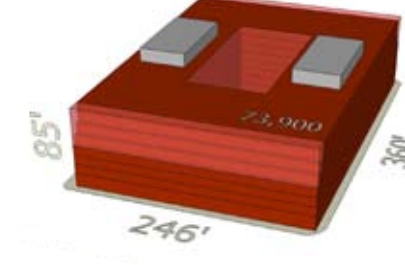
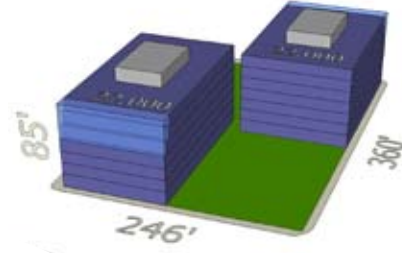
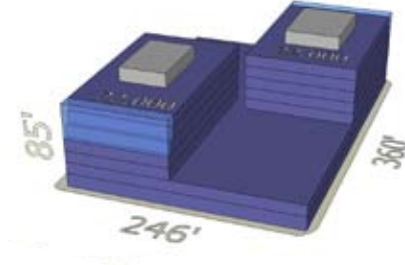
QUARTER BLOCK



HALF BLOCK



FULL BLOCK



KEY ISSUES AND CONCEPTS

General Comments:

- FAR 4.5 for Commercial Projects
- No FAR for Residential Projects
- Diagrams are not building designs and do not fully show every setback, or modulation requirement. They should simply be construed as envelope studies for the site.
- Some of the most common upper level setbacks have been shown in the most common orientation.

Quarter Block Option A — Maximum Square Feet / Lowest Height:

- Commercial Floorplate = 20,000 sf +/-.
- Represents full block development to FAR 4.5.
- Full site development with maximum FAR doesn't achieve maximum height.

Quarter Block Option B — Moderate Open Space / Moderate Height:

- Commercial Floorplate = 16,000 sf +/-.
- Creates small "pocket park" open spaces.
- Floorplate size is probably not feasible for spec office space, only for specific clients.
- Few if any commercial buildings would be built in this prototype.

Quarter Block Option D — Maximum Square Feet / Maximum Height:

- Residential Floorplate = 20-22,000 sf +/-.
- No incentive to provide on-site open space.

Half Block Option A — Maximum Square Feet / Lowest Height:

- Commercial Floorplate = 40-43,000 sf +/-.
- Represents full block development to FAR 4.5.
- Full site development with maximum FAR doesn't achieve maximum height.

Half Block Option B — Low Base / Moderate Height:

- Commercial Floorplate = 40-43,000 base, and 22,000 sf +/- above base.
- Represents full block development to FAR 4.5, and maximum height.
- Prototype with 2 story base unlikely, due to inefficiency (not enough repetition of floorplate).

Half Block Option C — Maximum Open Space / Maximum Height:

- Commercial Floorplate = 25 - 28,000sf +/-.
- Represents FAR 4.5, and maximum height.
- Incentivizes open space because of height, floorplate size and efficiency.

Half Block Option D— Maximum Square Feet / Maximum Height:

- Residential Floorplate = 40-43,000 sf +/-.
- No incentive to provide on-site open space.

Full Block Option A — Maximum Square Feet / Lowest Height:

- Commercial Floorplates of 88,000 +/-.
- Maximum FAR doesn't achieve maximum height.
- This diagram would not be built for programmatic reasons, but shows the available envelope for development.
- No incentive to provide on-site open space.

Full Block Option B — Low Base / Moderate Height:

- Commercial Floorplates of 22,000 +/-.
- This diagram represents a podium with some above grade parking and 2 office structures.
- No incentive to provide on-site open space.

Full Block Option C — Maximum Open Space / Maximum Height:

- Commercial Floorplates of 22,000 +/-.
- Incentive to provide on-site open space = ability to build to 85'.

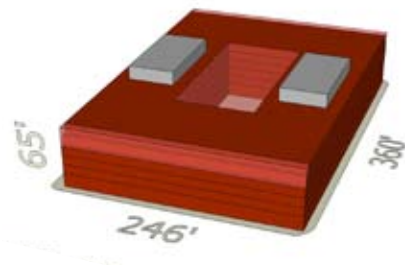
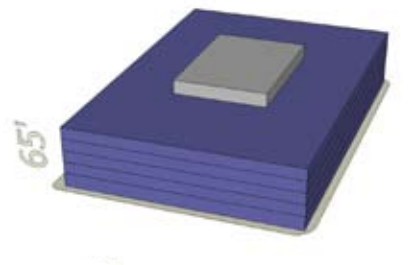
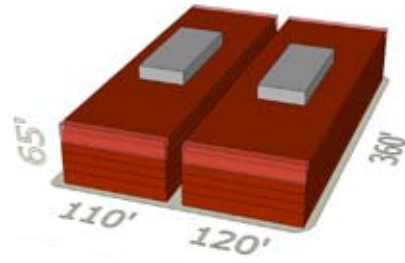
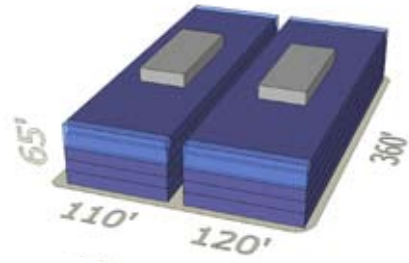
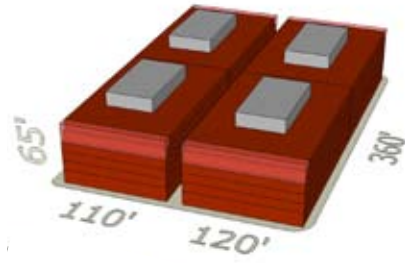
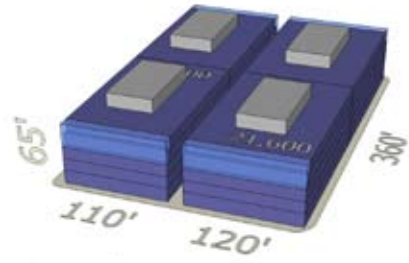
Full Block Option D— Maximum Square Feet / Maximum Height:

- Residential Floorplates of 74,000 +/-.
- Represents a double loaded corridor (back to back unit) development.
- No incentive to provide on-site open space.



A

B



KEY ISSUES AND CONCEPTS

General Comments:

- No FAR.
- Diagrams are not building designs and do not fully show every setback, or modulation requirement. They should simply be construed as envelope studies for the site.
- Some of the most common upper level setbacks have been shown in the most common orientation.

Quarter Block Option A — Maximum Square Feet / Maximum Height:

- Commercial Floorplate = 20-22,000 sf +/-.
- No incentive to provide on-site open space.

Quarter Block Option B — Maximum Square Feet / Maximum Height:

- Residential Floorplate = 20-22,000 sf +/-.
- No incentive to provide on-site open space.

Half Block Option A — Maximum Square Feet / Maximum Height:

- Commercial Floorplate = 40-43,000 sf +/-.
- No incentive to provide on-site open space.

Half Block Option B — Maximum Square Feet / Maximum Height:

- Residential Floorplate = 40-43,000 sf +/-.
- No incentive to provide on-site open space.

Full Block Option A — Maximum Square Feet / Maximum Height:

- Commercial Floorplates of 88,000 +/-.
- This diagram would not be built for programmatic reasons, but shows the available envelope for development.
- No incentive to provide on-site open space.

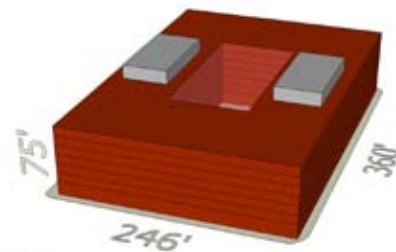
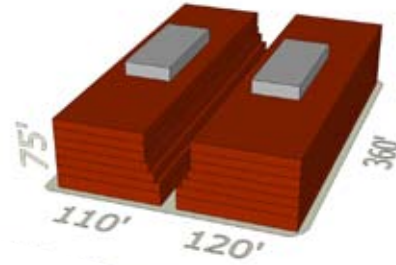
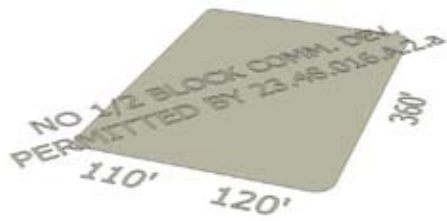
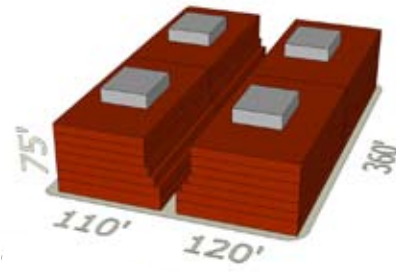
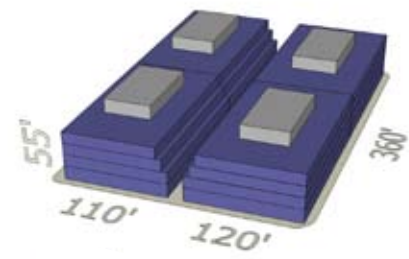
Full Block Option B — Maximum Square Feet / Maximum Height:

- Residential Floorplates of 74,000 +/-.
- Represents a double loaded corridor (back to back unit) development.
- No incentive to provide on-site open space.



A

B



KEY ISSUES AND CONCEPTS

General Comments:

- No FAR.
- Zoning does not allow Commercial development for sites above approximately 1/4 block in size.
- Commercial projects are restricted to 55' in height while Residential projects are allowed up to 75'.
- Diagrams are not building designs and do not fully show every setback, or modulation requirement. They should simply be construed as envelope studies for the site.
- Some of the most common upper level setbacks have been shown in the most common orientation.

Quarter Block Option A — Maximum Square Feet / Maximum Height:

- Commercial Floorplate = 20-22,000 sf +/-.
- No incentive to provide on-site open space.

Quarter Block Option B — Maximum Square Feet / Maximum Height:

- Residential Floorplate = 20-22,000 sf +/-.
- No incentive to provide on-site open space.

Half Block Option A — Not Allowed by Code:

- Not allowed.

Half Block Option B — Maximum Square Feet / Maximum Height:

- Residential Floorplate = 40-43,000 sf +/-.
- No incentive to provide on-site open space.

Full Block Option A — Not Allowed by Code:

- Not allowed.

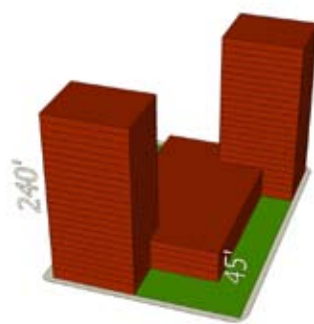
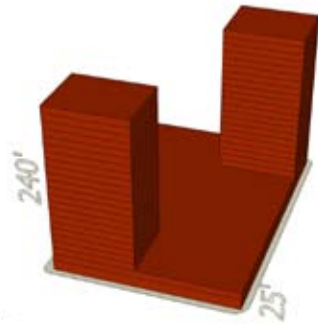
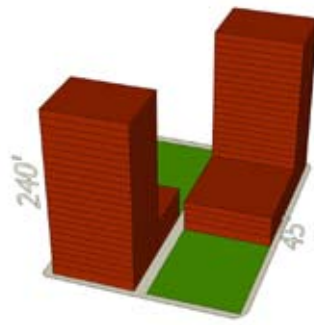
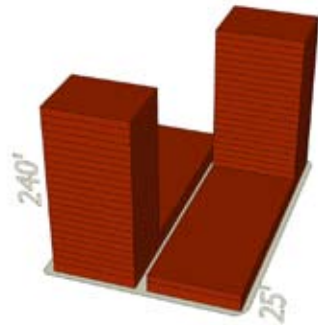
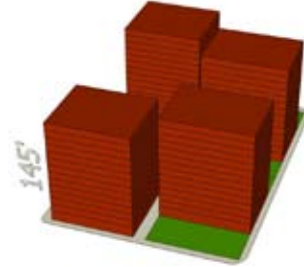
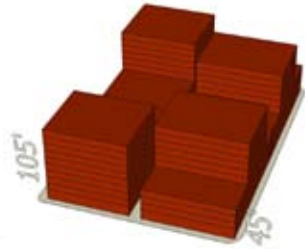
Full Block Option B — Maximum Square Feet / Maximum Height:

- Residential Floorplates of 74,000 +/-.
- Represents a double loaded corridor (back to back unit) development.
- No incentive to provide on-site open space.



A

B



KEY ISSUES AND CONCEPTS

General Comments:

- FAR 7 assumed for residential
- Assume maximum height for residential development = 240', with assumed maximum base height of 45'.
- Average tower floorplate size = 10,500 sf. above 45' maximum base.
- Diagrams are for discussion and illustration purposes only and do not constitute actual proposals by the City of Seattle.
- Diagrams are not building designs and do not fully show every setback, or modulation requirement. They should simply be construed as envelope studies for the site.

Quarter Block Option A — Maximum Square Feet / Moderate Height Base and Towers:

- Residential floorplate = 10-22,000 sf +/-.
- No incentives for on-site open space.

Quarter Block Option B — Maximum Square Feet / Significant Open Space / Moderate Height:

- Residential floorplate = 10,500 average sf +/-.
- Full FAR doesn't allow full height development, would need FAR 13+/- to build 240' tower on a quarter block site with a 45' base.
- Height incentivizes open space, but also would require all parking to be below grade which is a disincentive.

Half Block Option A — Maximum Square Feet / Low Base / Maximum Height Tower:

- Residential Floorplate = 43,000 sf +/- base, 10,500 avg sf above base.
- Prototype with 2-story base unlikely, due to inefficiency (not enough above grade parking repetition, too much space to program).
- Should non-tower sites be allowed to build higher than the 45' base height to "equal" out development rights, eliminating a "first come" race to permit towers?

Half Block Option B — Maximum Square Feet / Significant Open Space / Moderate Base / Maximum Height Tower:

- Residential Floorplate = 30,000 sf +/- base, 10,500 avg sf above base.
- Incentivizes open space because of height, floorplate size and efficiency.

Full Block Option A — Maximum Square Feet / Low Base / Maximum Height Tower:

- Residential floorplates of 88,000 +/- base, 10,500 avg sf above base.
- This diagram reflects a two tower project with above grade parking
- No incentive to provide on-site open space.

Full Block Option B — Maximum Square Feet / Significant Open Space / Moderate Base / Maximum Height Tower:

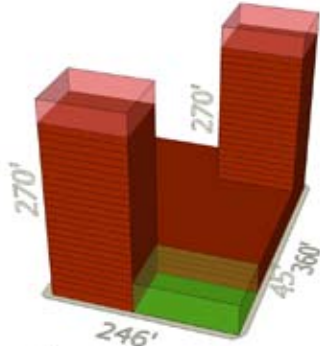
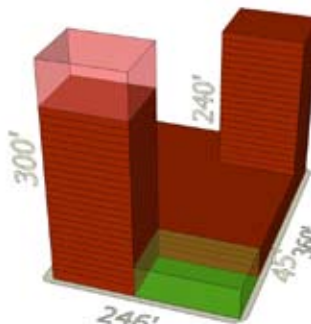
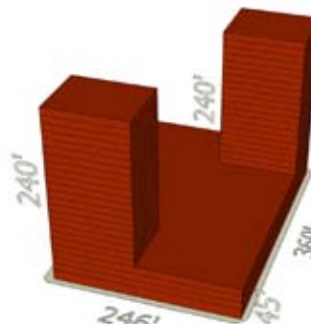
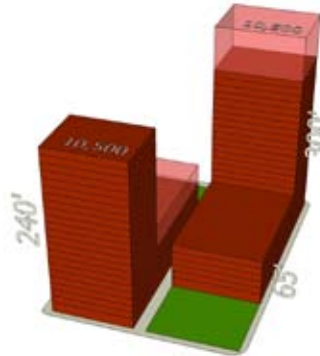
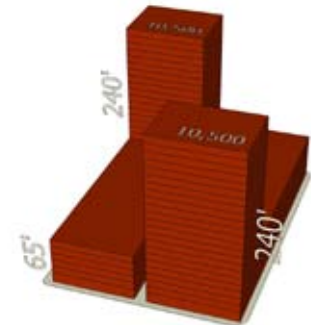
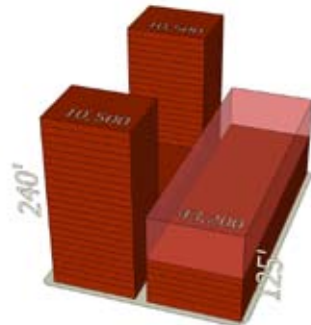
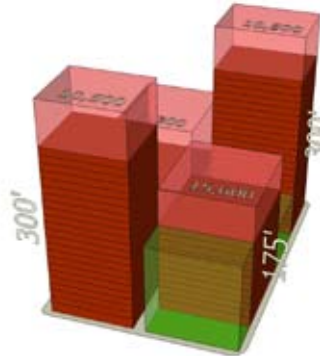
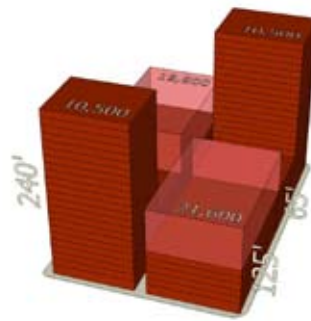
- Residential floorplates of 60,000 +/- base, 10,500 avg sf above base.
- This diagram reflects a two tower project with above grade parking.
- Incentivizes public open space in private residential development.



A

B

C



KEY ISSUES AND CONCEPTS

General Comments:

- No FAR assumed for Residential.
- Assume maximum height for Residential development = 240', with assumed maximum base height of 65'.
- Average tower floorplate size = 10,500 sf. above 65' base.
- Diagrams are for discussion and illustration purposes only and do not constitute actual proposals by the City of Seattle.
- Diagrams are not building designs and do not fully show every setback, or modulation requirement. They should simply be construed as envelope studies for the site.

Quarter Block Option A — Minimum Lot Size / No Towers / Maximum Square Feet:

- Residential Floorplate = 19-22,000 sf +/-
- Reflects minimum lot size of 22,000 sf with no towers proposed
- Full block Development to 125' would approximately equal 80% development sf of tower option in option B
- No incentives for on-site open space

Quarter Block Option B — Minimum Lot Size / Corner Towers / Equalized Development Rights:

- Residential Floorplate = 10-22,000 sf +/-
- Reflects minimum lot size of 22,000 sf which restricts tower development to 1 per 1/2 block (quarter block sites = 21,600 sf).
- Should non-tower sites be allowed to build higher than the 65' base height to "equal" out development rights, eliminating a "first come" race to permit towers?
- No incentives for on-site open space.

Quarter Block Option C — On-Site TDR's / Create Open Space / Exceed Maximum Height:

- Residential Floorplate = 10-15,000 sf +/-
- Explores on-site TDR to incentivize on-site open space
- Transfers developable sf, and allows additional height for projects that provide on-site publicly accessible open space.
- Incentivizes public open space in private residential development

Half Block Option A — No Minimum Lot Size / Maximum Square Feet / Equalized Development Rights:

- Residential Floorplate = 10-43,000 sf +/-
- No minimum lot size would allow a single developer to develop 2 towers on 1/2 block.
- Should non-tower sites be allowed to build higher than the 65' base height to "equal" out development rights, eliminating a "first come" race to permit towers?

Half Block Option B — Minimum Lot Size / Maximum Square Feet / Maximum Height:

- Residential Floorplate = 10-43,000 sf +/-
- Assumes minimum lot size for tower is cumulative, i.e. 22,000 sf per tower, which would require an owner to have a site = 44,000 sf to develop 2 towers (1/2 block sites = <40,000sf).
- No incentives for on-site open space.

Half Block Option C — On Site TDR's / Create Open Space / Exceed Maximum Height:

- Residential Floorplate = 10-30,000 sf +/-
- Explores on-site TDR to incentivize on-site open space.
- Transfers developable sf, and allows additional height for projects that provide on-site publicly accessible open space.
- Incentivizes public open space in private residential development.

Full Block Option A — Full Lot Coverage / Maximum Square Feet / Maximum Height:

- Residential Floorplates of 10 - 88,000 +/-
- This diagram reflects a two tower project with above grade parking.
- No incentive to provide on-site open space.

Full Block Option B — On-Site TDR's / Create Open Space / Exceed Maximum Height:

- Residential Floorplate = 10-75,000 sf +/-
- Explores on-site TDR to incentivize on-site open space.
- Transfers developable sf, and allows additional height for projects that provide on-site publicly accessible open space.
- Incentivizes public open space in private residential development.

Full Block Option C — On-Site TDR's / Create Open Space / Exceed Maximum Height:

- Residential Floorplate = 10-75,000 sf +/-
- Explores on-site TDR to incentivize on-site open space.
- Transfers developable sf, and allows additional height for projects that provide on-site publicly accessible open space.
- Incentivizes public open space in private residential development.



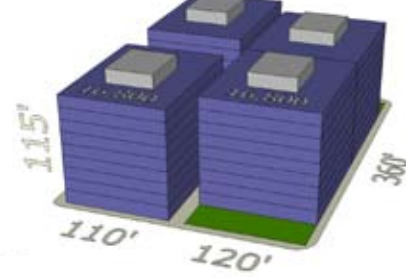
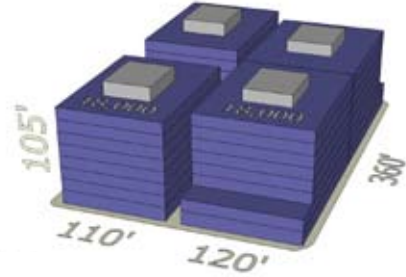
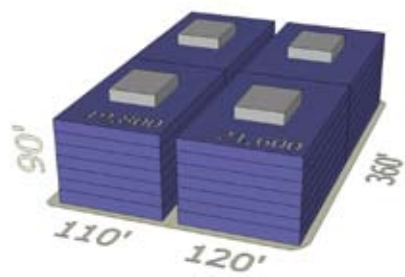
A

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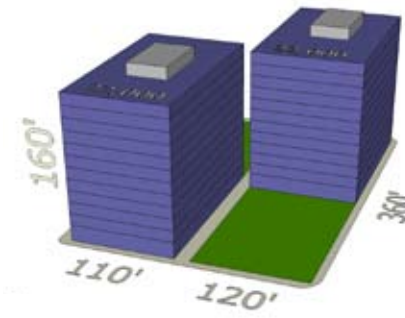
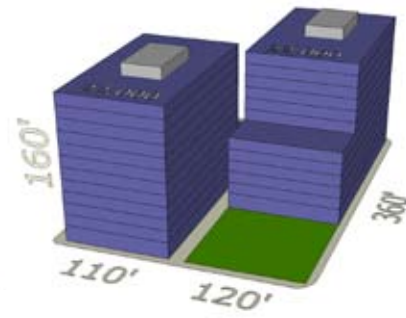
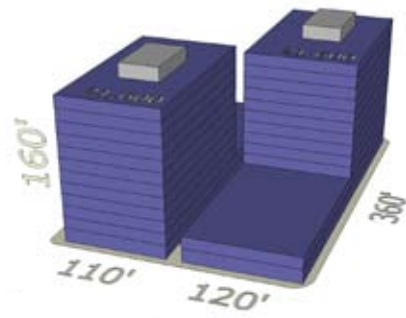
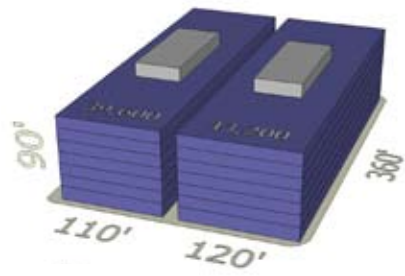
C

D

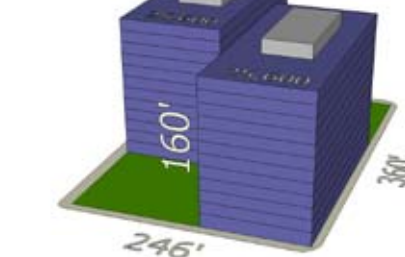
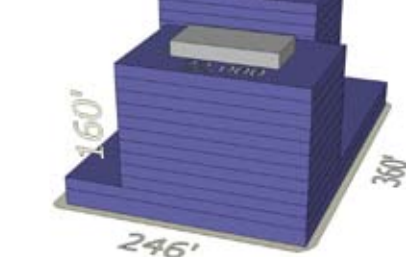
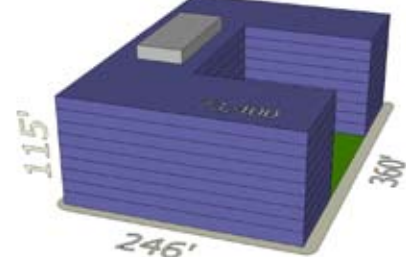
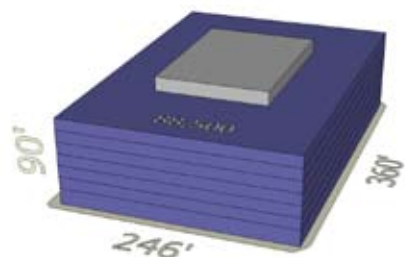
QUARTER BLOCK



HALF BLOCK



FULL BLOCK



KEY ISSUES AND CONCEPTS

General Comments:

- FAR 7 assumed for commercial development.
- Assume maximum height for Commercial development = 160'
- Diagrams are not building designs and do not fully show every setback, or modulation requirement. They should simply be construed as envelope studies for the site.
- Some of the most common upper level setbacks have been shown in the most common orientation.

Quarter Block Option A — Maximum Square Feet / Moderate Height:

- Commercial Floorplate = 19-22,000 sf +/-.
- Floorplate size is probably at the small end of feasibility for spec office space.
- FAR doesn't allow full site, full height development.
- No incentive to provide on-site open space.

Quarter Block Option B — Max. Square Feet / Low Base / Moderate Height:

- Commercial Floorplates of 18,000 +/-.
- Floorplate size is probably not feasible for spec office space, only for specific clients.
- FAR doesn't allow full site, full height development.
- Few if any commercial buildings would be built in this prototype.
- No incentive to provide on-site open space.

Quarter Block Option C — Max. Square Feet / Open Space / Moderate Height:

- Commercial Floorplates of 17,000 +/-.
- Full height achieved but floorplate size is probably not feasible for spec office space, only for specific clients.
- Few if any commercial buildings would be built in this prototype.

Half Block Option A — Maximum Square Feet / Moderate Height:

- Commercial Floorplate = 40-43,000 sf +/-
- FAR doesn't allow full site, full height development.
- No incentive to provide on-site open space.

Half Block Option B — Max. Square Feet / Low Base / Maximum Height:

- Commercial Floorplate = 40-43,000 base, and 22,000 sf +/- above base.
- Represents full site development to FAR 7, and maximum height.
- Prototype with 2-story base unlikely, due to inefficiency (not enough repetition of floorplate).

Half Block Option C — Max. Square Feet / Mod. Open Space / Max. Height:

- Commercial Floorplate = 30,000 +/- base, and 22,000 sf +/- above base
- Represents development to FAR 7, and maximum height
- Incentivizes open space because of height, floorplate size and efficiency.

Half Block Option D— Max. Square Feet / Max. Open Space / Max. Height:

- Commercial Floorplate = 22,000 sf +/- above base
- Represents development to FAR 7, and maximum height
- Incentivizes open space because of height, floorplate size and efficiency.

Full Block Option A — Maximum Square Feet / Moderate Height:

- Commercial Floorplates of 88,000 +/-.
- This diagram would not be built for programmatic reasons, but shows the available envelope for development.
- No incentive to provide on-site open space.

Full Block Option B: — Max. Square Feet / Mod. Open Space / Mod. Height:

- Commercial Floorplates of 73,000 +/-.
- Shows possible full block development with realistic floorplate widths
- Floorplate shape may be hard to break up into smaller leasable spaces while maintaining leasable efficiency.
- Incentivizes open space because of height, floorplate size.

Full Block Option C — Maximum Square Feet / Low Base / Maximum Height:

- Commercial Floorplates of 22,000 +/-.
- This diagram represents a podium with some above grade parking and 2 office structures.
- No incentive to provide on-site open space.

Full Block Option D— Max. Square Feet / Max. Open Space / Max. Height :

- Commercial Floorplates of 25,000 +/-.
- Incentivizes open space because of height, floorplate size and efficiency.



EXHIBIT A

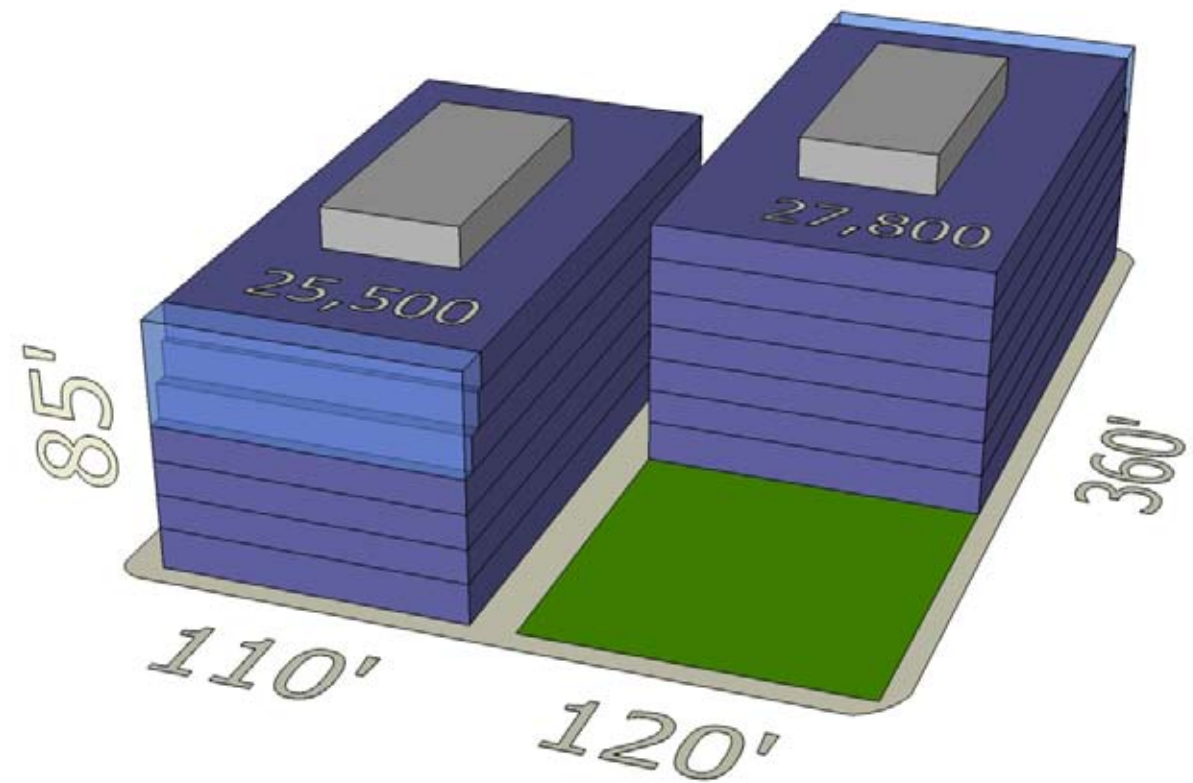
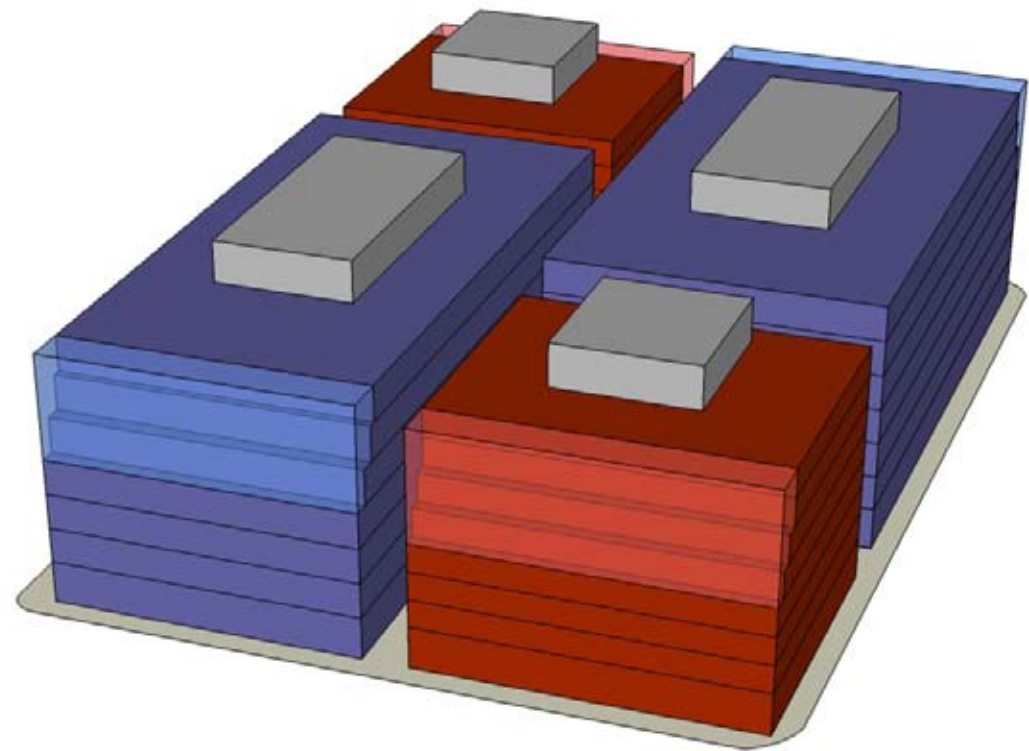


EXHIBIT B



KEY ISSUES AND CONCEPTS

Exhibit A:

- FAR restricts what can be built on a site and incentivizes open spaces.
- However, FAR is usually restricts commercial development only.
- Thus, Residential development has no incentive to provide on site open space or to pay in lieu to a community open space fund.

Exhibit B:

- Even in zones that incentivize open space with commercial FAR, residential is not constrained by the requirement.
- This would allow the open space to be filled in with residential development, disincentivizing the open space.
- A Residential FAR should be explored for purely residential projects, or a combined FAR should be explored for mixed use projects, so that open space was still incentivized.

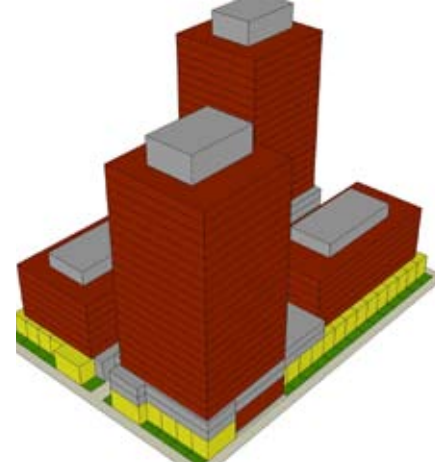
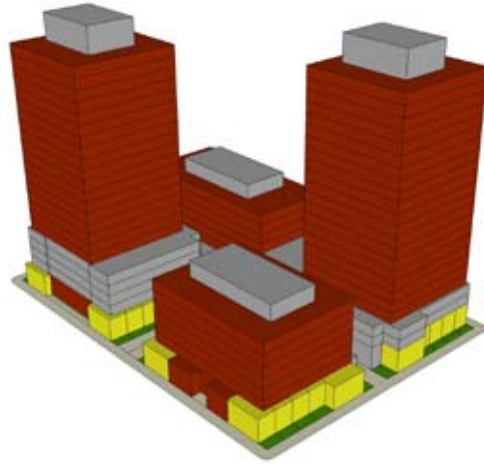
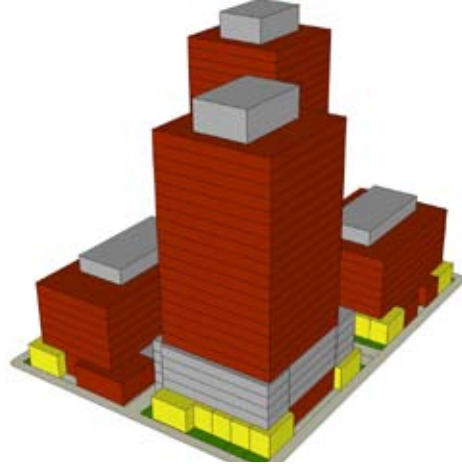
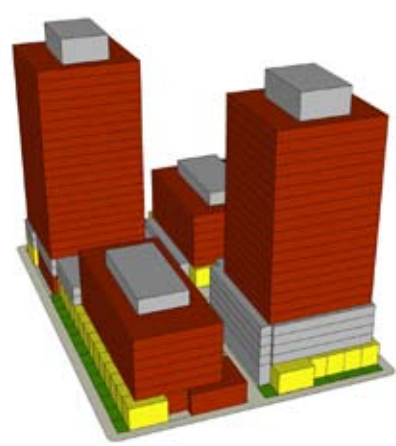
A

B

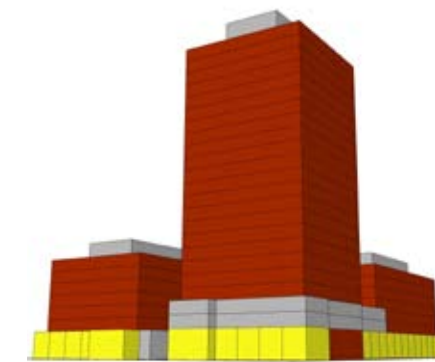
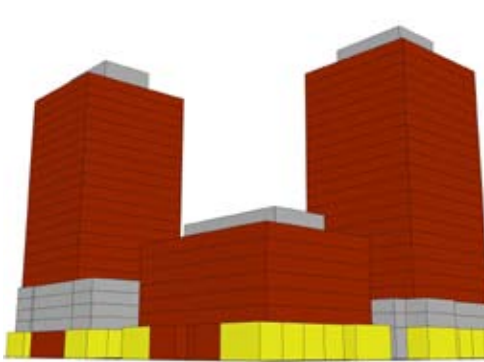
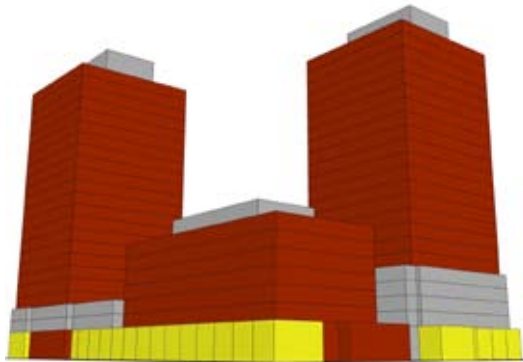
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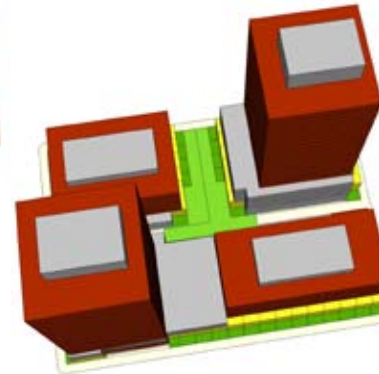
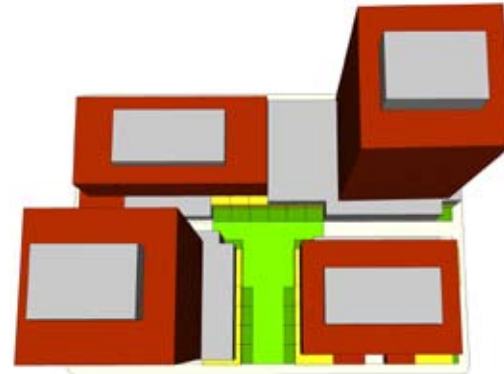
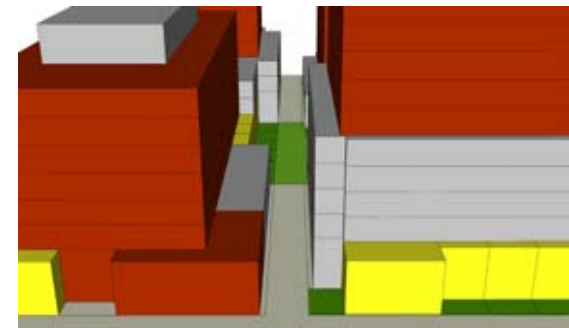
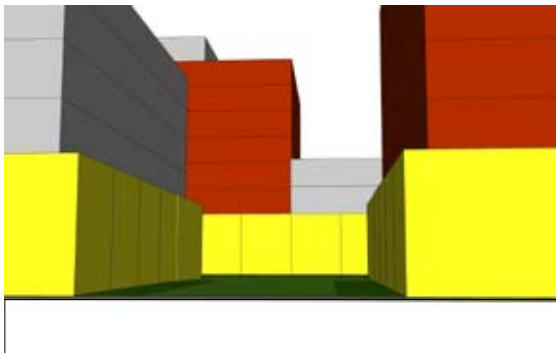
ONE



TWO



THREE



KEY ISSUES AND CONCEPTS

General Comments:

- This diagram does not represent a “design”, nor does it represent code required setbacks or facade modulation, response to a program or context that would inform such a design.
- This diagram shows a conceptual block development, either developed separately over time (quarter block sites) or as a larger parcel (half-full block).
- No detailed study or program was used to determine the forms shown in this diagram, but realistic assumptions were drawn from experience and precedent studies to inform the massing and organization to make a plausible scheme for discussion.
- Residential Towers are shown at 240' high, with 10,500 sf floorplates.
- Lower residential structures are shown with realistic width for a double loaded corridor unit organization.
- There are 4 different prototypes shown:
 1. Quarter-block tower with no on-site open space
 2. Quarter-block mid rise with no on-site open space
 3. Quarter-block tower with on-site open space
 4. Quarter-block mid rise with on-site open space

Key Elements:

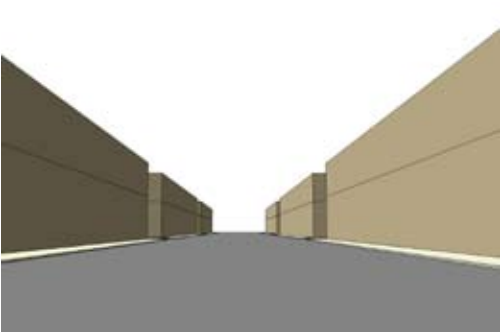
- Grade level housing:
 - Town homes or stacked flats could add life to certain streets.
 - Town houses tend to be more expensive and thus prohibitive to mid-income families, but stacked flats could provide more affordable at-grade housing.
 - A ground floor unit in the stacked flat scenario should have a minimum height of 13' like retail, for flexibility.
 - A buffer front yard should be required for grade level housing to provide a semi-public privacy buffer of the unit from the public street. These also act as a protected play space for kids.
 - A change of grade is recommended for grade level housing.
- Activate the alleys:
 - Wrap uses at alley corners and provide transparency on the alley facade, so that alleys have “eyes” on them, are attractive, are safe, and are not a blight to pedestrians on the sidewalk.
 - Housing, community rooms for non-profit or arts groups, and retail uses that support through block connectors or mid-block open spaces should be encouraged.
 - Alleys can be both functional and active if designed correctly.
- Above grade parking:
 - For residential tower projects above grade parking is very likely.
 - These diagrams show how much potential exposed parking will be visible, and must be treated with an active use or aesthetically pleasing facade treatment.
- On-site open space:
 - Projects that are developed on a half block or greater size site are easier for a developer to “master plan” cross block connections or mid-block open spaces.
 - How can quarter block parcels be incentivized to create a piece of cross block or mid-block open spaces?
 - A minimum size and scale is required to ensure success.

LEGEND

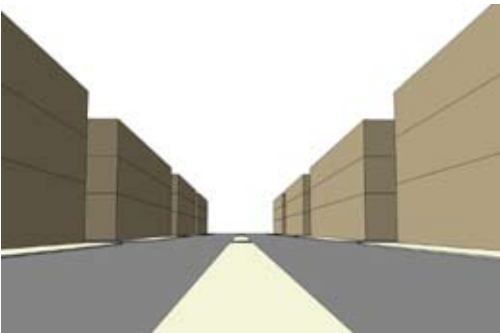
	Residential Units
	Mechanical Spaces and Parking
	Grade Level Housing
	10' Minimum Setback for Grade Level Housing Front Yard
	Open Space (Public or Semi-Private)



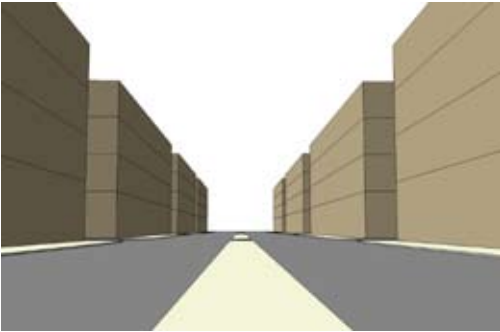
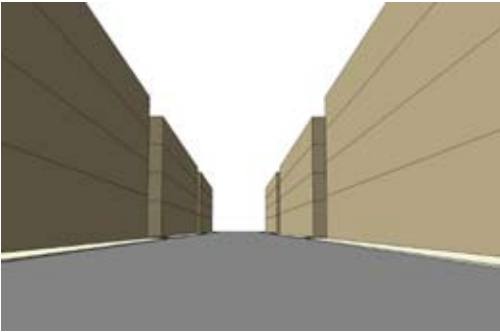
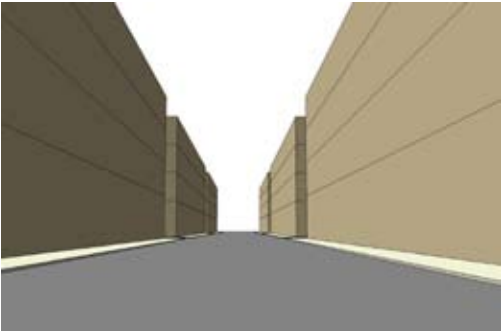
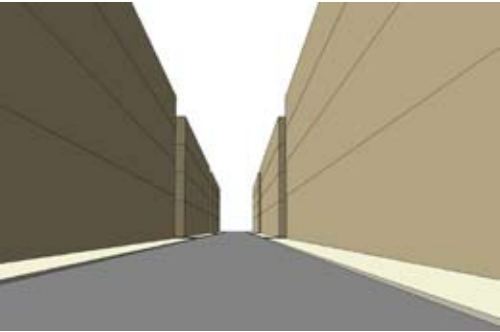
45' STREETWALL



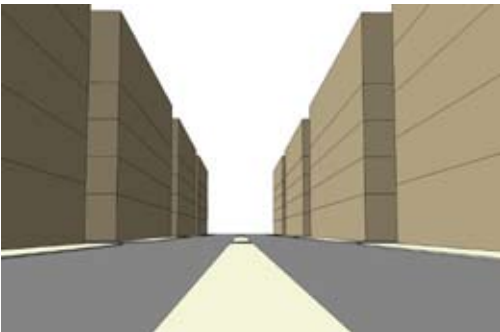
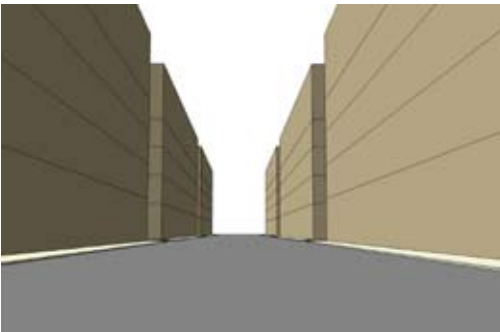
65' STREETWALL



85' STREETWALL



125' STREETWALL



What is the “Urban Room”?

The “urban room” is the relationship between the street width the adjacent buildings, and the character defining elements of the street (tree canopy, sidewalk width, etc.).

Related to Street Width

- The relationship between street width and street wall height is important, and should be illustrated in the guidelines, but an exact ratio or relationship definition was deemed undesirable and restrictive.
- Design guidelines may refer to how the project reinforces the public realm or “urban room” for the Design Review board to review.
- Some key streets may warrant more attention for desired effect, Mercer, Dexter, Westlake, Fairview.
- Minimum heights or a range of heights for street wall should be established.

Related to Adjacent Structures

- A singular building or base height for the neighborhood is not desired, and the visual interest of base heights reflecting the building’s use and needs will most likely lead to various base heights.
- This should be tempered within reason and relation to the urban room.
- It is a goal, especially in tower projects, to emphasize the height and slenderness of the tower by reducing the height of the base (i.e. squeezing the tube of toothpaste”) as a tradeoff.

Setbacks for Views

- The goal of this study is not to preserve private views, but there are some opportunities to enhance an existing or proposed public view corridor, like Boren Avenue.
- However, some view corridors aren’t affected by the buildings as much as the tree canopy (Westlake and Fairview).



General Comments:

- In general, the response of workshop #6 was there is no preferred form that needs to be codified, that should be left up to the project requirements, the architect's response to those requirements and the design review board's review of the design development.

Tower Typology 1: "The Wedding Cake"

- Tower height is foreshortened, and thus the height to width ratio is greater, making the tower look wider than it actually is.
- Mandated setbacks (or cake layers) are not advised, because of the relationship of the tower, it's structure and parking. Setbacks make it difficult to run columns from the top to bottom, and require costly structural solutions. Allow the developer, architect, and design review board to interpret the guidelines and develop an elegant solution.

Tower Typology 2: "Tower Engaged with Base"

- Tower height is foreshortened, and thus the height to width ratio is greater, making the tower look wider than it actually is.
- Visual interest is created when the tower slices through or otherwise engages the base.
- Looks less like 2 stacked boxes, and more like a cohesive design solution.

Tower Typology 3: "Tower slices through Base and Engages the Ground Level"

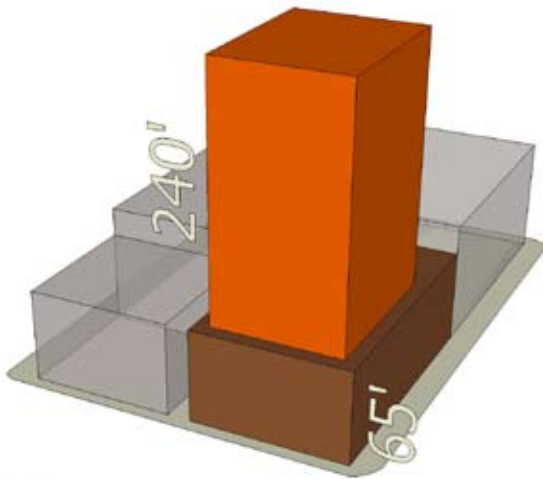
- Longer lines help accentuate the height, and proportionally "slenderize" the tower.
- Visual interest is created when the tower slices through or otherwise engages the base.
- Looks less like 2 stacked boxes, and more like a cohesive design solution.

Tower Typology 4: "Tower Engages Ground, Base Wraps Tower"

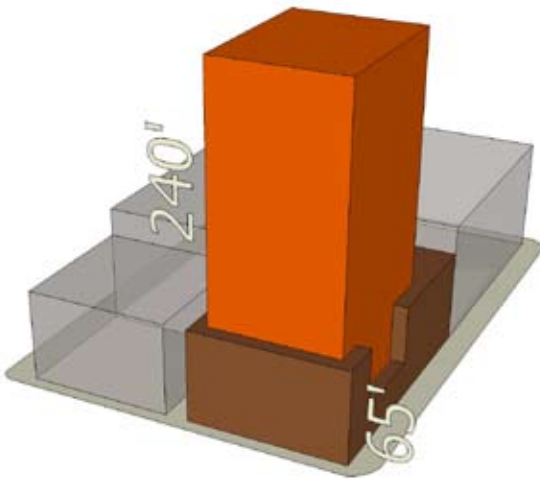
- Longer lines (especially corner lines) help accentuate the height, and proportionally "slenderize" the tower.
- The base and tower have an integrated relationship.

Tower Typology 5: "Tower Engages Ground, Base Disengages Tower"

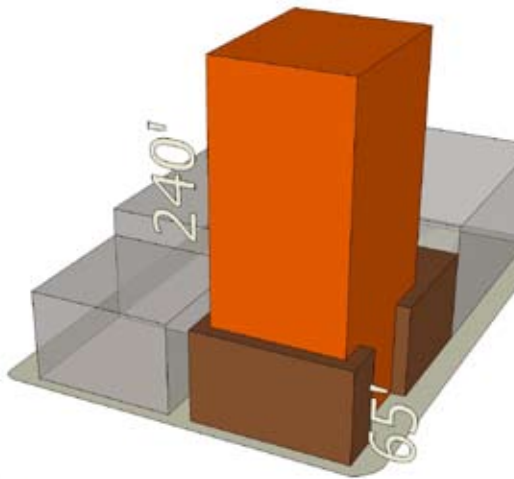
- Longer lines (especially corner lines) help accentuate the height, and proportionally "slenderize" the tower.
- The base and tower have a detached relationship.



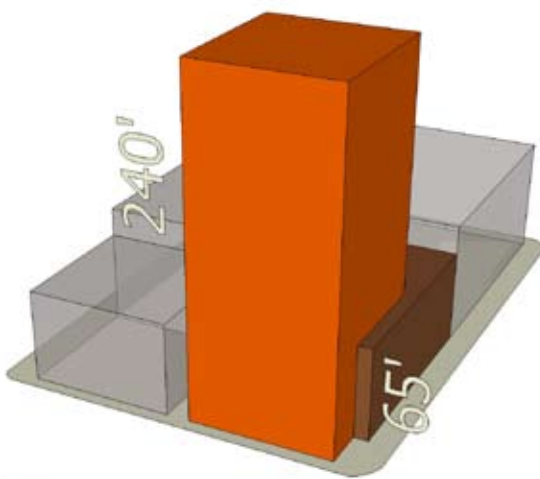
TOWER
TYPOLOGY 1



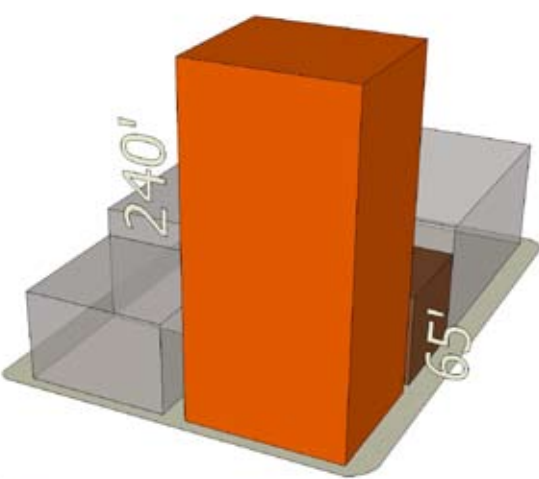
TOWER
TYPOLOGY 2



TOWER
TYPOLOGY 3



TOWER
TYPOLOGY 4



TOWER
TYPOLOGY 5

